
Chapter 2: State-Managed Airport System Overview

Chapter Overview

This chapter provides a brief overview of the WSDOT -managed airport system, including a description and history, as well as a review of how that system is performing to the benefit of the state. As noted in the previous chapter, a key focus of the WSDOT Aviation State-Managed Airport Study was to identify how the system of 17 state-managed airports were currently serving the State of Washington's transportation system, and establish which airports were best positioned to provide significant benefit. Additionally, the study provided guidance as to how that system could be developed to the greater benefit of aviation users within Washington.

It should be noted that this planning effort was conducted as a supplement to the state's overall aviation system planning project so as to provide additionally analysis with respect to the state-managed airports. In 2005, the State of Washington authorized a long-term air transportation planning study for all general aviation and commercial airports located within the State of Washington. Known as the Washington State Long-Term Air Transportation Study (LATS), the purpose of this study was to evaluate the current capacity of the state's aviation system and its 138 public-use airports to determine what facilities will be needed to meet the future demand for air transportation. LATS was completed July 2009.

This chapter also includes individual overviews of each of the 17 state-managed airports that provide a brief summary of each airport's current facilities and its recommended improvements.

Specifically, this chapter contains the following sections:

Section Number	Section Title	See Page
2.1	State-Managed Airport System	2-3
2.2	Avey State Airport	2-17
2.3	Bandera State Airport	2-21
2.4	Copalis Beach State Airport	2-25
2.5	Easton State Airport	2-29
2.6	Lake Wenatchee State Airport	2-33
2.7	Lester State Airport	2-37
2.8	Little Goose State Airport	2-41
2.9	Lower Granite State Airport	2-45
2.10	Lower Monumental State Airport	2-49
2.11	Methow Valley State Airport	2-53
2.12	Ranger Creek State Airport	2-59
2.13	Rogersburg State Airport	2-63
2.14	Skykomish State Airport	2-67
2.15	Stehekin State Airport	2-71
2.16	Sullivan Lake State Airport	2-75
2.17	Tieton State Airport	2-79
2.18	Woodland State Airport	2-83

2.1 State-Managed Airport System

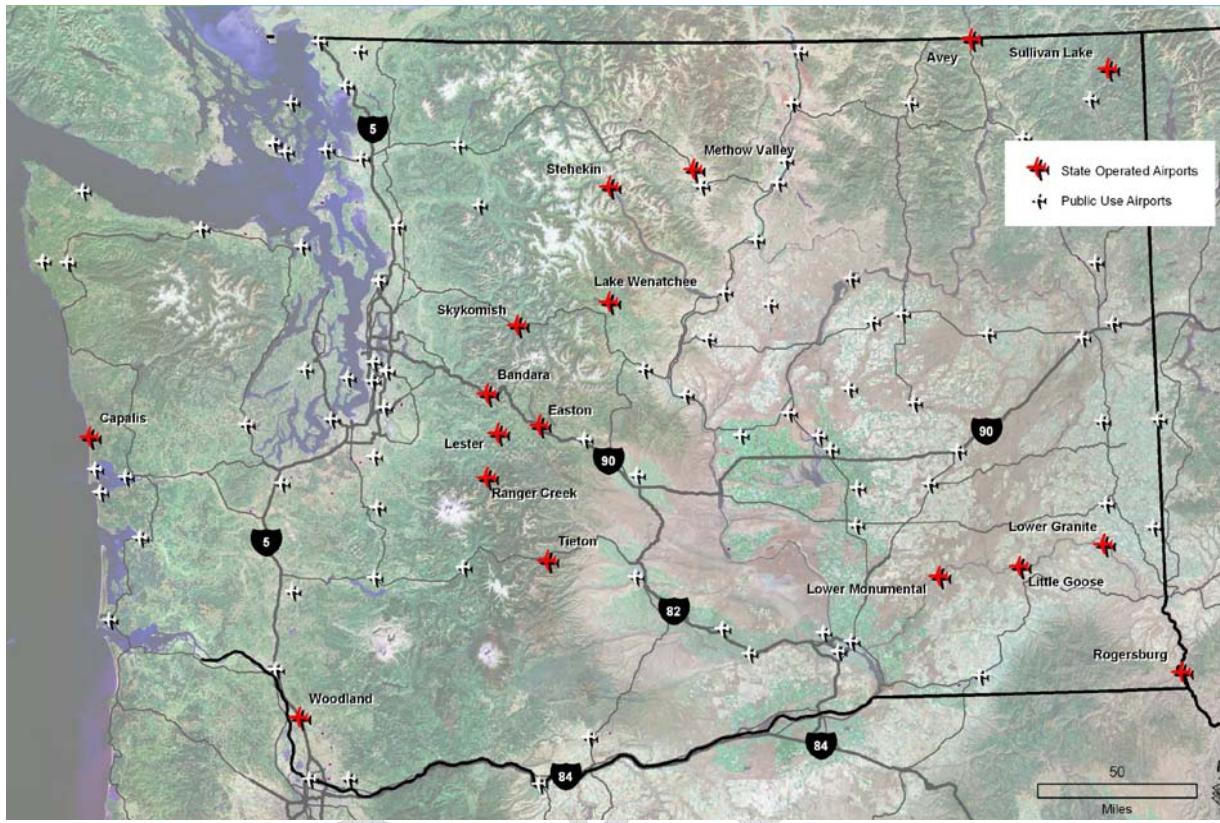
The State of Washington's aviation system is currently comprised of 138 public use airports that range in size from small, general aviation facilities to large hub commercial service airports. The vast majority of these airports are owned, operated and managed by entities other than the State of Washington, such as cities, counties, port authorities, as well as private interests.

Of those public use airports, WSDOT Aviation operates and manages 17 for the benefit of the State of Washington and the general public. **Table 1** provides a listing of these state-managed airports, while **Figure 1** identifies the location of each, as well as the location of all other public-use airports in the State of Washington. Also included in the table is the location of each of those airports' nearest population centers and the general setting of each. Note that of the state-managed airports, 11 are located in densely forested mountainous regions, four are located in the southeast region of the state in deep river valleys and canyons surrounded by semi arid desert, one is located in a semi-urban area, and another on a coastal beach.

Table 1: Location and Setting

<i>Airport</i>	<i>Nearest Municipality</i>	<i>General Setting</i>
Avey State Airport	Laurier	Mountain\Forest
Bandera State Airport	North Bend	Mountain\Forest
Copalis Beach State Airport	Copalis Beach	Rural Coastal Area Beach
Easton State Airport	Easton	Mountain\Forest
Lake Wenatchee State Airport	Coles Corner	Mountain\Forest
Lester State Airport	Easton	Mountain\Forest
Little Goose State Airport	Starbuck	River Canyon surrounded by semi arid dessert
Lower Granite State Airport	Almota	River Canyon surrounded by semi arid dessert
Lower Monumental State Airport	Clyde	River Canyon surrounded by semi arid dessert
Methow Valley State Airport	Methow	Mountain\Forest
Ranger Creek State Airport	Greenwater	Mountain\Forest
Rogersburg State Airport	Rogersburg	River Canyon surrounded by semi arid dessert
Skykomish State Airport	Skykomish	Mountain\Forest
Stehekin State Airport	Stehekin	Mountain\Forest
Sullivan Lake State Airport	Metaline Falls	Mountain\Forest
Tieton State Airport	Rimrock	Mountain\Forest
Woodland State Airport	Woodland	Urban Area

Source: Wilbur Smith Associates

Figure 1: Washington State Aviation System

Source: Wilbur Smith Associates

It is important to note that each of the 17 airports operated and managed by the state has experienced their own individual development circumstances, which may or may not have resulted in that airport functioning in the manner that it was intended. Through discussions with WSDOT Aviation personnel, a general description of the existing functionality of each airport was determined, and is included in **Table 2**.

Table 2: Existing Functionality

<i>Airport</i>	<i>Existing Functionality Description</i>
Avey State Airport	Mountain backcountry airport providing transportation access to recreational opportunities and the local community. Limited emergency medical and forest fire fighting activity.
Bandera State Airport	Mountain backcountry turf airport providing access to recreational opportunities. Limited emergency medical and forest fire fighting activity.
Copalis Beach State Airport	Coastal beach airport providing access to recreational opportunities.
Easton State Airport	Mountain backcountry turf airport providing access to recreational opportunities and remote communities. Moderate to high level of emergency medical, search and rescue activities, and forest fire fighting activity
Lake Wenatchee State Airport	Mountain backcountry turf airport providing access to recreational opportunities. Moderate to high usage supporting forest fire fighting activity level of emergency medical, search and rescue activities, and forest fire fighting activity.
Lester State Airport	Limited role or function due to runway damage. Suitable for helicopter operations only.
Little Goose State Airport	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Little Goose Lock and Dam.
Lower Granite State Airport	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Lower Granite Lock and Dam.
Lower Monumental State Airport	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Lower Monumental Lock and Dam.
Methow Valley State Airport	Traditional GA airport providing aircraft basing facilities and transportation access, including charter operations to the local community. Airport serves a significant number of forest fire fighting operations and a limited number of emergency medical operations and search and rescue activities.
Ranger Creek State Airport	Mountain backcountry airport providing access to recreational opportunities. Limited emergency medical and forest fire fighting activity.
Rogersburg State Airport	Remote backcountry turf airport providing access to recreational opportunities. Could possibly serve a role in responding to emergencies associated along the Snake River recreational activities.
Skykomish State Airport	Mountain backcountry turf airport providing access to recreational opportunities and remote communities. Airport supports a significant number of emergency medical aircraft operations annually.
Stehekin State Airport	Remote backcountry turf airport providing transportation access to the village of Stehekin and recreational opportunities. The airport also provides significant benefit to forest fire fighting operations and is used on a limited basis for emergency medical operations.
Sullivan Lake State Airport	Remote backcountry turf airport providing access to recreational opportunities and a limited number of emergency medical operations. The airport also provides significant benefit to forest fire fighting operations and is used on a limited basis for emergency medical operations and search and rescue activity
Tieton State Airport	Remote backcountry turf airport providing access to recreational opportunities. The airport also provides significant benefit to forest fire fighting operations and is used on a limited basis for emergency medical operations and search and rescue activity
Woodland State Airport	Traditional GA airport providing aircraft basing facilities, transportation access and emergency operations to the local community

Sources: WSDOT Aviation, Wilbur Smith Associates

2.1.1 WSDOT-Managed Airport System History

WSDOT Aviation became involved in the management and operation of airports through a variety of circumstances. Six of the state-managed airports were in fact specifically constructed by the WSDOT Aviation Division, most in partnership with the FAA through a state program between 1940 and 1960 for the specific purpose of providing emergency landing facilities in remote areas of the state. With the exception of Avey State, all of these airports are located in the Cascade Mountain range along major airways utilized by smaller general aviation aircraft traveling between eastern and western Washington. Avey State Airport was constructed exclusively by the state and is located in the northeastern corner of Washington on the border between the U.S. and Canada.

The remaining 11 state-managed airports were originally constructed by other organizations and/or individuals, primarily for the purposes of providing transportation access to remote areas of the state. Over time, WSDOT has assumed responsibility for these airports for a variety of reasons. Primary to these reasons was WSDOT Aviation's desire to preserve and maintain those airports that it considered to be important to the state's overall transportation system when their owner/sponsor became unable to continue operating the airport or ultimately lacked the ability or experience to operate the airport as a public-use facility. Without the participation of WSDOT Aviation, these airports would have almost certainly been abandoned and closed, their value to the state forever lost.

Table 3 below provides a listing of the property owner for each airport, as well as the general terms of use for those airports not owned by the state.

Table 3: Property Ownership and Use Terms

<i>Airport</i>	<i>Property Ownership</i>	<i>Property Use Terms</i>
Avey State Airport	Private Individual	
Bandera State Airport	WSDOT Aviation	
Copalis Beach State Airport	State Parks Department	
Easton State Airport	WSDOT Aviation	
Lake Wenatchee State Airport	WSDOT Aviation	
Lester State Airport	WSDOT Aviation	
Little Goose State Airport	Army Corps of Engineers	
Lower Granite State Airport	Army Corps of Engineers	
Lower Monumental State Airport	Army Corps of Engineers	
Methow Valley State Airport	WSDOT Aviation	
Ranger Creek State Airport	U.S. Forest Service	
Rogersburg State Airport	Bureau of Land Management	
Skykomish State Airport	WSDOT Aviation	
Stehekin State Airport	National Parks Service	
Sullivan Lake State Airport	U.S. Forest Service	
Tieton State Airport	WSDOT Aviation	
Woodland State Airport	WSDOT Aviation	

Sources: WSDOT Aviation, Wilbur Smith Associates

2.1.2 State-Managed Airport Evaluations

As noted above, the WSDOT Aviation State-Managed Airport Study was conducted to supplement the LATS planning effort by providing additional detail and analysis for the state-managed airport system. A primary goal of the State-Managed Airport Study was to identify how the system of 17 state-managed airports was currently serving the State of Washington's transportation system, or, more specifically, to identify a "value" each airport had for the state. However, establishing "value" for each airport with respect to the state could have multiple connotations that range from financial implications to subjective determinations. As such, in determining the process by which this initial evaluation was to be conducted, the current State Aviation Policy was selected to be the basis by which to weigh the merits or "value" of each airport. This assumption was made since the primary function of any state-operated airport should be reasonably expected to fulfill some elements of this policy. As described in detail previously, the state Aviation Policy identifies five points of interest for the state in regards to aviation:

- Preservation
- Safety
- Mobility
- Environment
- Stewardship

Based on the Policy, an assessment of the state-managed airport system was conducted to determine how well each state-managed airport fulfilled various activity needs or purposes that had been determined to bring value to the state. These activity needs or purposes included the following:

- Support forest firefighting activities
- Provide transportation access to remote communities
- Provide access for emergency medical operations
- Provide access to recreational areas
- Enhance the overall level of safety for the state aviation system

The state-managed system was reviewed within the context of these activity needs and purposes. Those airports that directly provided support or brought the state "value" for one of these needs were identified, and they are noted below in **Table 4**.

Table 4: Activity Needs FulfillmentSupport Forest Firefighting Activities

Avey State
 Bandera State
 Easton State
 Lake Wenatchee State
 Methow Valley State
 Ranger Creek State
 Skykomish State
 Stehekin State
 Sullivan Lake
 Tieton State

Provide Access to Recreational Areas

Avey State
 Bandera State
 Copalis Beach State
 Easton State
 Lake Wenatchee State
 Lester State
 Little Goose State
 Lower Granite State
 Lower Monumental State
 Methow Valley State
 Ranger Creek State
 Rogersburg State
 Skykomish State
 Stehekin State
 Sullivan Lake State
 Tieton State
 Woodland State

Provide Access for Emergency Medical Operations

Bandera State
 Easton State
 Methow Valley State
 Ranger Creek State
 Skykomish State
 Stehekin State
 Sullivan Lake State
 Woodland State

Provide Transportation Access to Remote Communities

Avey State
 Easton State
 Lake Wenatchee State
 Methow Valley State
 Skykomish State
 Stehekin State
 Tieton State
 Woodland State

Enhance the overall level of safety for the state aviation system

Avey State
 Bandera State
 Copalis Beach State
 Easton State
 Lake Wenatchee State
 Little Goose State
 Lower Granite State
 Lower Monumental State
 Methow Valley State
 Ranger Creek State
 Rogersburg State
 Skykomish State
 Stehekin State
 Sullivan Lake State
 Tieton State
 Woodland State

Sources: WSDOT Aviation, Wilbur Smith Associates

2.2.2 State-Managed Airport Recommendations

A second primary goal of the WSDOT Aviation State-Managed Airport Study was to generally identify, on a facility-level basis, how each of the 17 state-managed airports could be improved to better fulfill their roles within the aviation system. Having each airport better fulfilling its role would result in the state-managed aviation system better meeting the goals of the State Aviation Policy. This identification process was accomplished by establishing facility recommendations for each airport through two separate, but related means. Specifically, performance objectives were established from both a system stratification perspective, and from an airport activity perspective. (It should also be noted that these recommendations are general in nature and that specific facility development recommendations for each airport will ultimately be developed and refined as part of each airport's subsequent master plan or airport layout plan effort.)

First, from a system stratification perspective, the State-Managed Airport Study stratified the system based on specific criteria unique to the system. These results were then considered as the state-managed airports were evaluated within the context of LATS. Specifically, the LATS planning effort established a classification system for Washington State aviation facilities that included the following:

- Commercial Service Airports
- Regional Service Airports
- Community Service Airports
- Local Service Airports
- Rural Essential Airports
- Seaplane Bases

For each one of these classifications, otherwise known as airport “roles,” performance measures and objectives related to services and facilities were defined based on their intended function and demand relationship. These objectives addressed a variety of measures including runway length, parallel and turnaround taxiways, instrument approaches, visual glide slope indicators, automated weather reporting, fuel sales, and aircraft maintenance service. The purpose of this was to provide a basic, high-level facility standard for any airport ranked at a particular level. The performance measures and objectives are shown in **Table 5**.

Note that with respect to the state-managed airports, two (Methow State and Woodland State) were classified as being “Local Service Airports,” with the remaining 15 airports being classified as “Rural Essential Airports.”

Table 5: Performance Measures and Objectives

Local Service Airports	
<u>Performance Measure</u>	<u>Performance Objective</u>
ARC	A-I
Aircraft Size	Small (under 12,500 lbs)
Runway Classification	Utility
Runway Length	2,400'
Runway Width	60' recommended
Runway Surface	Asphalt
Taxiway	Turnarounds on each end ¹
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open year around
Approaches Categories	Visual (Daytime only)
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors – Rotating Beacon – Visual glide slope indicators – Weather Reporting (dependent on predominate adverse weather conditions)
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13
General Maintenance / Development	Facilities should be maintained to its present standard. Facility should be maintained and developed to better fulfill its primary state function and purpose.
Recommendation	
Rural Essential Airports	
<u>Performance Measure</u>	<u>Performance Objective</u>
ARC	A-I
Aircraft Size	Small (under 12,500 lbs)
Runway Classification	Utility
Runway Length	No Objective
Runway Width	100' recommended, except paved runways 60' recommended
Runway Surface	Turf/Gravel/Sand
Taxiway	Turnarounds on each end ¹
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally
Approaches Categories	Visual (Daytime only)
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors – Weather Reporting (dependent on predominate adverse weather conditions)
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13
General Maintenance / Development	Runway edge reflectors should be of a standard design as established by WSDOT Aviation.
Recommendation	

Source: WSDOT Aviation

The second means for establishing recommendations for each airport was through identifying specific facility objectives for those airports that fulfilled various activity needs or purposes that had been determined to bring value to the state. The state-managed airports provide benefits to the state that might not otherwise be afforded if not for the state-managed airports. Specifically, the primary benefits or values to the state identified lie within the following five main areas:

- Support of forest fire fighting activity
- Transportation access to remote communities
- Support of emergency medical operations
- Transportation access to recreational areas
- Flight safety enhancement

Similar to the performance measures and objectives described above which were based on the system stratification, performance objectives were also identified that were based on the type of activity that a given airport accommodated. This was done since the activities identified above may have requirements that are unique to that particular activity. For example, an airport that only provides access to recreational areas will likely have some different requirements than an airport that accommodates firefighting activities.

As such, performance objectives for each of the five types of activities that benefit the state were identified and are listed below in Table 6. It should be noted that there are several performance objectives that are consistent for all activities. These include approach/departure airspace that is clear of obstructions, aircraft parking areas that are safely clear of the runway environment, and some sort of local weather reporting capability given the diverse and rapidly changing weather conditions frequently experienced in mountainous regions.

It should also be noted that these objectives are broad in nature in that they are necessarily subject to the specific requirements and limitations of the individual airports. However, they do provide guidance for long-term development planning of the airports. For example, in terms of airports accommodating recreational activities, these performance objectives establish goals for WSDOT Aviation to pursue in the long-term development of the airports, such as campsites, picnic tables and fire pits. However, these specific objectives would be subject to the requirements and limitations of the individual airports, since they can vary dramatically depending on a variety of factors including airport property ownership and any associated owner-related policies, requirements and restrictions. Therefore, while an airport accommodating recreational activities may have a goal of providing facilities like campsites, picnic tables and fire pits, there are no set standards established due to variables associated with each airport.

Table 6: Activity Needs Based Performance ObjectivesSupport Forest Firefighting Activities

Clear approaches (aircraft/helicopter)
 Aircraft parking area(s)
 Weather reporting
 Pad (approximately 30' x 30') for command unit trailer with utility hook-ups (water, power, telephone)
 Area(s) for firefighter camping / staging / auto parking
 Complete grass coverage of all areas to minimize dust (turbine-engine intakes/downwash) – may require irrigation system

Provide Access for Emergency Medical Operations

Clear approaches (aircraft/helicopter)
 Aircraft parking area(s)
 Weather reporting
 Paved / marked / lighted helipad
 Floodlighting for helipad area
 Snow removal for helipad
 Telephone
 Excellent landside accessibility from road to airport (paved road)
 Auto parking
 Appropriate emergency airport signage on surrounding roadways

Provide Access to Recreational Areas

Clear approaches (aircraft/helicopter)
 Aircraft parking area(s)
 Weather reporting
 Telephone (for landside transportation)
 Water
 Restrooms
 Good landside accessibility from road to airport (paved or graded gravel road)
 Auto parking
 Campsites / picnic tables / fire pits

Provide Transportation Access to Remote Communities

Clear approaches (aircraft/helicopter)
 Aircraft parking area(s)
 Weather reporting
 Good landside accessibility from road to airport (paved or graded gravel road)
 Auto parking

Enhance the overall level of safety for the state aviation system

Clear approaches (aircraft/helicopter)
 Aircraft parking area(s)
 Weather reporting
 Telephone
 Shelter

Source: Wilbur Smith Associates, WSDOT Aviation.

Utilizing the two groups of performance objectives and measures described above, facility development recommendations were identified for each airport. The individual facility development recommendations for each airport have been included in the following sections.

However, it should also be noted that there are several facility recommendations that should be considered to be “standard” for all state-managed airports. These include the following:

- Telephone
- Water
- Emergency shelter
- Roadway signage
- Weather reporting

Specifically, since these airports are predominantly located in remote areas, it would be ideal for these facilities to be able to offer some basic emergency support facilities, including a telephone, some access to drinkable water and some form of basic emergency structure capable of providing shelter from the region’s potentially severe weather conditions. It is also understood that given their remote locations, providing such facilities at these airports could prove to be cost-prohibitive for WSDOT Aviation. Therefore, WSDOT Aviation should consider partnering opportunities with other groups and agencies within the state who have similar interests in providing such facilities. For example, fire fighting agencies (including the U.S. Forest Service and the Bureau of Land Management) that regularly operate at specific airports might be leveraged to provide some of these basic facilities for their benefit, as well as for that of the airport.

In terms of roadway signage for the airports, recommendations have been provided above based specifically on supporting local emergency medical services. However, beyond these types of operations, the state-managed airports have the potential to support the overall state emergency management initiative. It is recommended that WSDOT Aviation continue to pursue partnering opportunities related to statewide emergency services with interested agencies (i.e. WA Emergency Management Division, Washington State Emergency Management Association, etc.). These relationships could result in increased signage recommendations to raise the airports’ visibility within the surrounding population.

Additionally, weather reporting can be very important at the state-managed airports where the closest reporting facility could be many miles away. Given these airports’ remote location and the variability/potential severity of the region’s weather, even weather reporting from a nearby location can be dramatically different from that experienced at an airport (particularly in the mountainous areas). As such, each state-managed airport ideally should have its own local weather reporting capability. However, since cost considerations for such facilities can be significant and potentially prohibitive, it will be important for WSDOT Aviation to carefully consider where and how to make such an investment. When weighing opportunities to establish weather reporting services at its airports, WSDOT Aviation should consider a variety of factors including a cost-benefit needs analysis for the airport; a thorough analysis of area adverse weather conditions; and an analysis of other weather reporting currently available at other

locations (including airports) located nearby in terms of accuracy and relevance to state-managed airport operations. Additionally, as suggested above, WSDOT Aviation should also identify and pursue any potential partnering opportunities with other interested groups and agencies (including other divisions of WSDOT that provide weather reporting) within the state.

The state should also consider strategically placing Web cameras at appropriate state-managed facilities. Web cameras provide a visual snapshot of current conditions at state-managed airports, and offer helpful real-time weather information. Web cameras have been established at several of the state-managed airports, including Methow Valley, Easton and Skykomish.

Finally, it must be stated that all of these recommendations have been established to provide WSDOT Aviation with a general plan as to how to best develop the state-managed airport system to better fulfill the goals of the State Aviation Policy, thereby serving the State of Washington. This should not be interpreted as the specific action plan that WSDOT Aviation will follow for the development of these airports since other considerations (including funding and economic conditions) as well as shifting local, state and federal transportation and safety priorities all can have an impact on what projects are ultimately pursued at particular airports. Any and all development of the state-managed airport system should be done entirely at the discretion and behest of WSDOT Aviation.

This page intentionally left blank.

2.2 Avey Field State Airport (69s)

2.2.1 History

Avey Field State Airport, also known as Avery Field State/Laurier Airport or simply Avey State Airport, straddles the United States and Canadian border. The airport is shared between the State of Washington and the Province of British Columbia, and both the U.S. Customs Service and Canada Border Services Agency have offices located adjacent to the airport.

The airport was constructed by the Washington State Aeronautics Commission with the dual purpose of serving as an emergency landing area and a border-crossing airport. The airport was dedicated on July 11, 1963 and was constructed at a cost of \$23,455 provided by the State of Washington. No federal funds were used in the construction of this facility.

2.2.2 General Overview

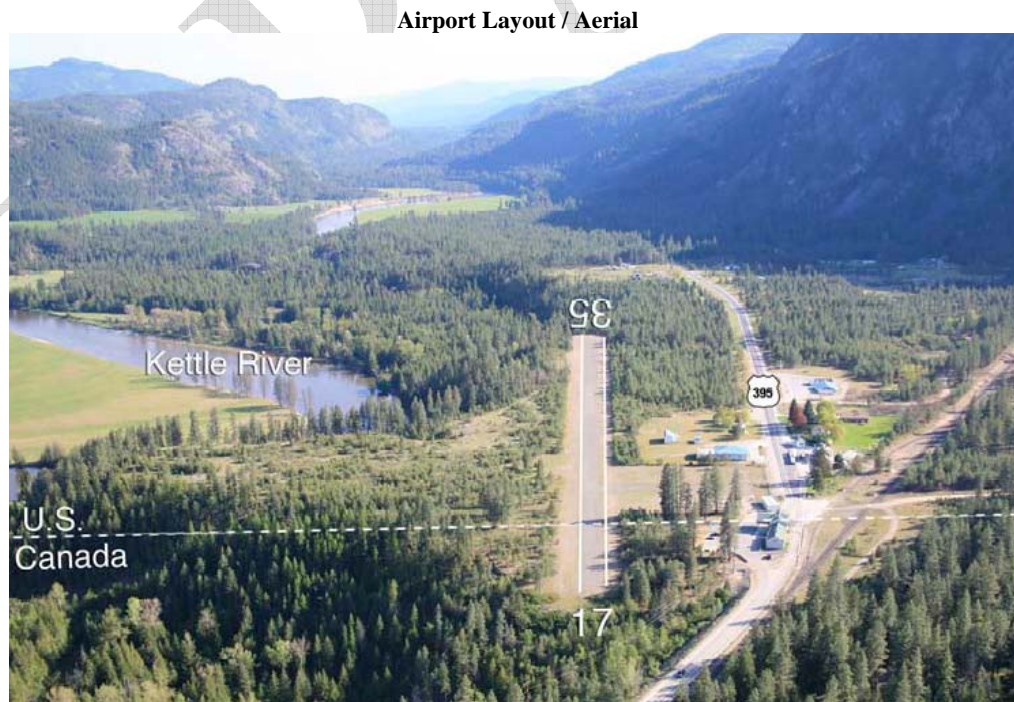
The Avey State Airport is a public-use facility operated by the WSDOT Aviation Division. The land for the Avey Airport is leased by the WSDOT Aviation Division from a private citizen who lives near the airport. The most recent formal lease agreement was entered into in 1999. The airport has a single gravel surfaced runway (Runway 17-35) measuring 1,950 feet long and 40 feet wide. The aircraft parking apron is located on the west side of the runway, measures approximately 200 by 200 feet, and is equipped with several aircraft tie-downs. The airport is equipped with a single wind indicator located near mid-field.

The surrounding land area is very rural and is primary used for recreational purposes. The only close-in development near the airport is associated with the U.S. Customs Service and Canada Border Services Agency offices. Ground access to the airport is provided directly by U.S. Highway 395.

The Avey State Airport currently accommodates an estimated 1,000 annual operations. The airport is primarily used for access to this remote area of the state and for recreational purposes. A U.S. Customs Service office is located adjacent to the airport that can provide customs service to aircraft arriving from Canada if they provide at least a one-hour notice prior to arrival.

Figure 2: Avey State Airport

Source: Wilbur Smith Associates, 2007



Source: WSDOT Aviation

2.2.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Avey State Airport.

Table 7: Avey State Airport – Primary Airport Characteristics

Nearest Municipality	Laurier, WA	Runway Length	1,975'
General Setting	Mountain \ Forest	Runway Surface	Gravel
Land Owner	Private	Annual Operations	<500
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry airport providing transportation access to recreational opportunities and the local community. Limited emergency medical and forest fire fighting activity.	Infrastructure \ Facilities	Hangar, Windsock, Non-standard runway reflectors

Source: FAA 5010 data, Wilbur Smith Associates.

2.2.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Avey State Airport are included below in **Table 8**.

Table 8: Avey State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended, except paved runways 60' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Table 8: Avey State Airport - Performance Objectives Recommendations (continued)

Activity Performance Objectives		Action
<u>Higher Use</u>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto parking	●
	Campsites / picnic tables / fire pits	●
<u>Moderate Use</u>		
- Provide Access to Remote Areas	(Included in objectives listed above)	
<u>Lower Use</u>		
- Support Forest Firefighting Operations	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	○
	Complete grass coverage of all areas to minimize dust	○
	Emergency Shelter	●
- Flight Safety Enhancement		

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making existing facilities (water, telephone, shelter) on the airport available for pilot use.

2.3 Bandera State Airport (4W0)

2.3.1 History

Bandera State Airport is located in King County approximately six miles west of Snoqualmie pass on Interstate 90. The airport is located along a major airway utilized by smaller general aviation aircraft traveling through the Cascade mountain range between eastern and western Washington.

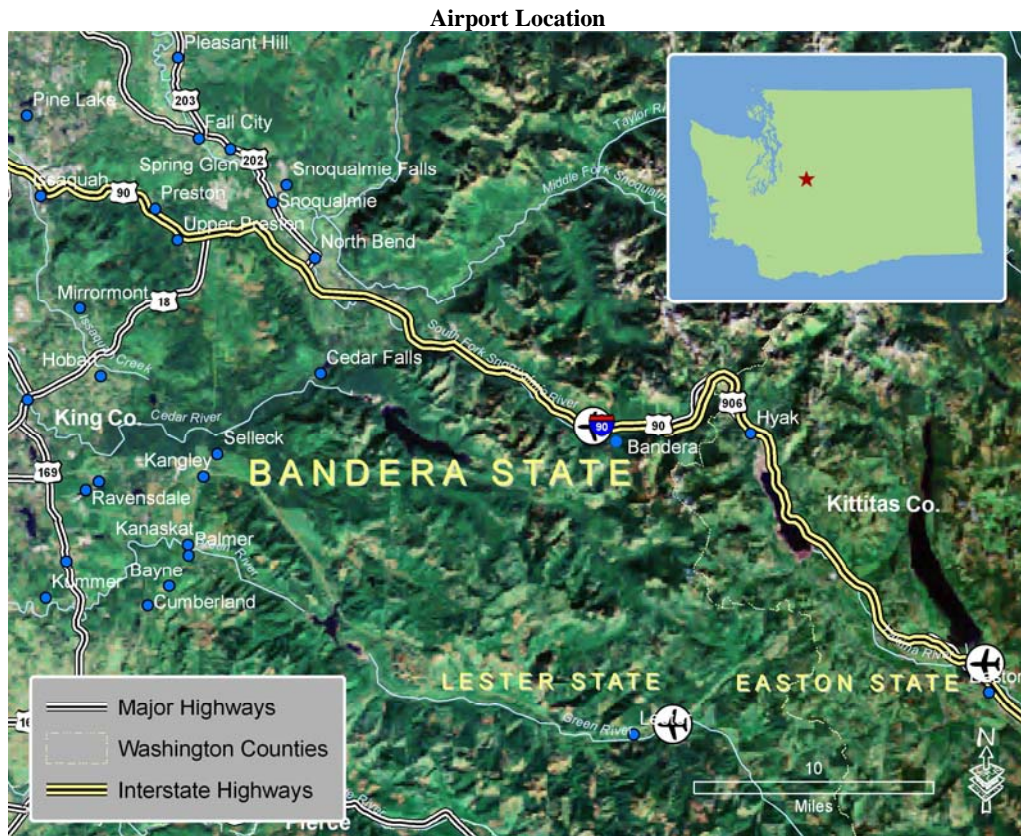
A site investigation report completed in 1947 noted that the airport was constructed by the Washington State Aeronautics Commission in the late 1940's for the purpose of serving as an emergency landing area along this heavily utilized east-west mountain flyway. Specifically, the airport was designed to serve as an emergency landing area primarily for single engine aircraft. Historical records from the WSDOT Aviation Division indicated that the land for the airport was acquired by the WSDOT Aviation Division from the Forest Service and from a private owner through condemnation on June 11, 1947 at a cost of \$229,500.

2.3.2 General Overview

The Bandera State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The airport has a single turf surfaced runway (08-26) measuring 2,342 feet long and 100 feet wide, as well as a turf aircraft parking area located on the west end of the runway. This parking area is not equipped with aircraft tie-downs. The airport has one wind cone located near mid-field.

The surrounding land area is forested and is primarily used for recreational purposes. According to the King County Comprehensive Plan Land Use Map 2004 the airport is located in a Forestry zone. The airport is located in the Snoqualmie National Forest with significant tree growth surrounding the entire airport. Ground access to the airport is provided via Forest Road 9031 which runs a short distance between the airport and a full interchange on Interstate Highway 90. Vehicular access to the airport is controlled by a locked gate at the end of the access road.

The Bandera State Airport currently receives an estimated 500 to 1,000 annual operations and has no based aircraft. The airport is primarily used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities. The airport is also used for medical evacuation flights four to five times per year resulting from automobile accidents on Interstate Highway 90, and it is used as a forest fire fighting base about every other year. The airport is commonly used (three to four times per week) for flight instruction, providing pilots an opportunity to practice backcountry and mountain flying techniques.

Figure 3: Bandera State Airport

2.3.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Bandera State Airport.

Table 9: Bandera State Airport – Primary Airport Characteristics

Nearest Municipality	North Bend, WA	Runway Length	2,344'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	500 - 1,000
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry turf airport providing access to recreational opportunities. Limited emergency medical and forest fire fighting activity.	Infrastructure \ Facilities	Windsock, Runway markers

Source: FAA 5010 data, Wilbur Smith Associates.

2.3.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Bandera State Airport are included below in **Table 10**.

Table 10: Bandera State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation

Table 10: Bandera State Airport - Performance Objectives Recommendations
(continued)

Activity Performance Objectives		Action
<u>Higher Use</u>		
<i>- Flight Safety Enhancement</i>	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone	●
	Emergency Shelter	●
<u>Moderate Use</u>		
<i>- Provide Access to Recreational Areas</i>	Water	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Restrooms	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<u>Lower Use</u>		
<i>- Support Forest Firefighting Operations</i>	Command unit trailer pad	○
	Area(s) for firefighter camping and staging	○
	Complete grass coverage of all areas to minimize dust	○
<i>- Access for Emergency Medical Operations</i>	Excellent landside accessibility from road to airport (paved road)	●
	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●
<i>- Provide Access to Remote Areas</i>		(Included in objectives listed above)

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.

Additional Recommendations / Clarifications

2.4 Copalis Beach State Airport (S16)

2.4.1 History

Copalis Beach State Airport is located on the Pacific coast in Grays Harbor County near the mouth of the Copalis Beach River. The airport has the distinction of being the only ocean beach airport in the continental United States.

According to WSDOT Aviation Division historical records, a designated landing area on Copalis Beach was first established by the Grays Harbor County Commission in 1951, which was likely to formalize the use of a site that was already being used as a landing area. In 1967, a law was enacted by Washington State giving authority to the Parks and Recreation Commission to “establish vehicular traffic rules” on Copalis Beach. During this time it was also determined that the Grays Harbor County Commission did not have jurisdiction over the beach area, which voided the Commission’s establishment of the landing area on Copalis Beach. Following this action, the Parks and Recreation Commission adopted Washington Administrative Code (WAC) 352.37.170 that recognized the use of Copalis Beach as an aircraft landing area “subject to Aeronautics Commission jurisdiction”.

2.4.2 General Overview

The Copalis Beach State Airport is a public-use facility operated by the WSDOT Aviation Division. The State Parks Department has ownership of the land with WSDOT having jurisdiction over operation of the facility per WAC 352.37.170. The airport has a single sand surfaced landing area (Runway 14-32), measuring approximately 4,500 feet long and 150 feet wide. The runway lies between the mouth of the Copalis River on the south and approximately one mile north to the Copalis rocks. The parking area is not equipped with aircraft tie-downs. The airport is equipped with one wind cone located near mid-field.

The land area surrounding the airport is a rural coastal area primarily used for recreational purposes, single family homes and vacation properties. Ground access by vehicular traffic is permitted on the beach, but is limited due to WAC 352.37.070.

Figure 4: Copalis Beach State Airport

Source: WSDOT Aviation

The Copalis Beach State Airport currently receives an estimated 500 to 1,000 annual operations. The airport is unable to accommodate based aircraft due to the airfield being underwater during high tide. The airport is almost exclusively used for recreational purposes, providing access for surfing, fishing, and other beach related activities. Overnight camping is not allowed. During special events such as the opening of clam season and fly-in gatherings as many as 30 aircraft may be found using this airport. The airport is also occasionally used for flight instruction providing pilots an opportunity to practice soft-field take-off and landing techniques.

2.4.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Copalis Beach State Airport.

Table 11: Copalis Beach State Airport – Primary Airport Characteristics

Nearest Municipality	Copalis Beach, WA	Runway Length	4,500'
General Setting	Rural Coastal Area Beach	Runway Surface	Sand\Beach
Land Owner	State Parks Department	Annual Operations (WSDOT 2007 estimate)	500 - 1,000
Surrounding Land Area	Public Lands, Rural Residential	Infrastructure \ Facilities	Windsock
Existing Functionality Description	Coastal beach airport providing access to recreational opportunities.		

Source: FAA 5010 data, Wilbur Smith Associates.

2.4.5 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Copalis Beach State Airport are included below in **Table 12**.

Table 12: Copalis Beach State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation. See additional note below.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- None		
<i>Moderate Use</i>		
- Provide Access to Recreational Areas		
	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<i>Lower Use</i>		
- None		

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- Runway edge reflectors cannot be standard due to tidal impacts. WSDOT Aviation should consider an alternative design capable of withstanding tides.

2.5 Easton State Airport (ESW)

2.5.1 History

Easton State Airport is located in Kittitas County approximately 10 miles east of Snoqualmie pass at exit 80 off Interstate 90. The airport is located along a major airway and is utilized by smaller general aviation aircraft traveling through the Cascade mountain range between eastern and western Washington.

The airport was constructed by the Federal Government in the late 1930's to serve as an emergency landing area along this heavily utilized east-west mountain flyway. The land for the airport is owned by the WSDOT Aviation Division. An easement providing ground access to the airport is shared between the WSDOT Aviation Division, Silver Ridge Ranch, and the Department of Natural Resources.

2.5.2 General Overview

The Easton State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The airport occupies approximately 13 acres and has a single turf surfaced runway (Runway 09-27) measuring 2,640 feet long and 100 feet wide. A turf aircraft parking area is located on the west end of the runway and is equipped with six aircraft tie-downs. A single wind cone is located near mid-field. Other utilities and facilities at the airport include phone service, electrical power, drinking water, camping and picnic facilities available to the public. The airport has electrical power, web camera, and phone equipment shed on site.

The airport is located in a densely forested area with significant tree growth surrounding the entire airport. According to the Kittitas County Comprehensive Plan Zoning Map for the Easton area, the airport property is located inside the Easton UGN boundary in an unclassified zone. The land surrounding the airport is zoned Rural Residential, Forest Mixed Use, Industrial, and Commercial. The surrounding land area is part of the Snoqualmie National Forest and is primarily used for recreational purposes. Private property exists west and east of the airport with many large lot home sites. The Silver Ridge Ranch (private campground) is located southeast of the airport. Ground access to the airport is provided via an easement off Sparks Road, which connects to Interstate 90.

The Easton State Airport currently receives an estimated 1,000 to 2,000 annual operations and has no based aircraft. The airport is primarily used by pilots for access to the surrounding recreational area that includes camping, fishing, and other outdoor recreational activities. The airport is also commonly used for medical evacuation flights (10 - 15 times per year) primarily to transport people with injuries sustained from automobile accidents on Interstate Highway 90. The airport is also typically used on an annual basis as a staging area for forest fire fighting activity, and it is also occasionally used as a by the U.S. Army and the U.S. Forest Service for training exercises.

Figure 5: Easton State Airport

2.5.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Easton State Airport.

Table 13: Easton State Airport – Primary Airport Characteristics

Nearest Municipality	North Bend, WA	Runway Length	2,640'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	1,000 - 2000
Surrounding Land Area	National Forest, Rural Residential	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry turf airport providing access to recreational opportunities and remote communities. Moderate to high level of emergency medical, search and rescue activities, and forest fire fighting activity	Infrastructure \ Facilities	Windsocks, Telephone, Electrical power, Water, Electrical equipment shed, Maintenance building

Source: FAA 5010 data, Wilbur Smith Associates.

2.5.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Easton State Airport are included below in **Table 14**.

Table 14: Easton State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 14: Easton State Airport - Performance Objectives Recommendations (continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- Flight Safety Enhancement	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone	●
	Emergency Shelter	●
<i>Moderate Use</i>		
- Support Forest Firefighting Operations	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	○
	Complete grass coverage of all areas to minimize dust	●
- Access for Emergency Medical Operations	Excellent landside accessibility from road to airport (paved road)	○
	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●
- Provide Access to Recreational Areas	Water	●
	Restrooms	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto parking	○
	Campsites / picnic tables / fire pits	●
<i>Lower Use</i>		
- None		

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making existing facilities (water, telephone, shelter) on the airport available for pilot use.

2.6 Lake Wenatchee State Airport (27W)

2.6.1 History

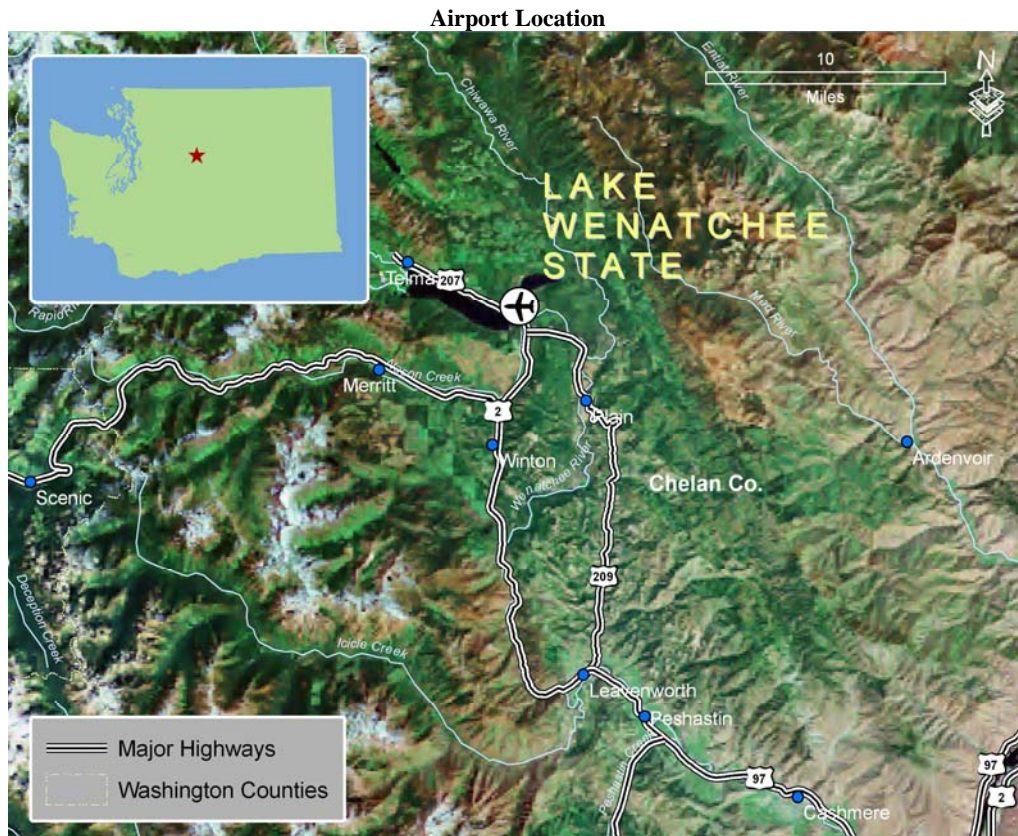
Lake Wenatchee State Airport is located near the center of Chelan County, approximately 16 miles northwest of the City of Leavenworth, north of State Route 207 and northeast of Lake Wenatchee. The airport is located on the eastern side of a major airway utilized by smaller general aviation aircraft traveling through the Cascade mountain range between eastern and western Washington.

A special use permit was granted to the WSDOT Aeronautics Division in 1949 for the purpose of constructing and maintaining an emergency landing area for airplanes. The airport was constructed by the Washington State Aeronautics Commission in the late 1940's to serve as an emergency landing area along this heavily utilized east-west mountain flyway. The land for the airport was deeded (see airport appendix) by the United States of America to the State of Washington.

2.6.2 General Overview

The Lake Wenatchee State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. It provides the only landing area within a large remote region of the State, with surrounding airports located at least 30 miles away in any direction. The airport has a single turf surfaced runway (Runway 09-27) measuring 2,474 feet long and 100 feet wide. A turf aircraft parking area, measuring approximately 50 feet by 100 feet, is located on the east end of the runway, and is equipped with five aircraft tiedowns. The airport also has two wind cones, one located at each runway end. Utilities located near the airport include phone service, electrical power, and water. None of these are available for public airport uses. The airport has a private-use meeting hall on-site that was constructed and is owned by the Lake Wenatchee Recreation Club. Through a lease, a Recreation club conducts minor maintenance such as mowing and windsock replacement. The Recreation Club building has been leased by forest fire fighting personnel in the past when the airport is used as forest fire fighting base. Advances in technology have allowed forest fire fighting to be conducted through the use of mobile RV command centers. The airport does not have any type of perimeter fencing.

The surrounding land area is a rural forested area that is primarily used for recreational purposes. The Lake Wenatchee State Park is located adjacent to the airport and contains 197 well-developed camping sites, a general store, and boat rentals on Fish Lake. The airport is located in a forested area with dense tree growth surrounding the entire airport that obstructs the approach paths to both runway ends. Ground access to the airport is provided via State Highway 207, which connects to U.S. Highway 2 approximately seven miles south of the airport.

Figure 6: Lake Wenatchee State Airport

The Lake Wenatchee State Airport currently receives an estimated 500 to 1,000 annual operations and has no based aircraft. It is primarily used by pilots for transportation access to camping, fishing, and other outdoor recreational activities located in the surrounding forest areas. The 35 acre airport is also typically used annually as a forest fire fighting base, primarily serving as a landing and staging area for forest fire fighting helicopters. Note that the airport provides a safer area for fire fighting helicopter operations to be conducted, as opposed to an open field or some other area that do not have established approaches. The airport is also used (two-three times per week) for flight instruction and training of backcountry and mountain flying techniques.

The airport provides limited utility in terms of an emergency landing facility. The short runway and obstructed approach paths to both runways make landing at the airport challenging under normal conditions. However, the airport does provide pilots with an alternate landing area when deteriorating weather conditions occur in the area.

2.6.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Lake Wenatchee State Airport.

Table 15: Lake Wenatchee State Airport – Primary Airport Characteristics

Nearest Municipality	Coles Corner, WA	Runway Length	2,474'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	500 - 1,000
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry turf airport providing access to recreational opportunities. Moderate to high usage supporting forest fire fighting activity level of emergency medical, search and rescue activities, and forest fire fighting activity.	Infrastructure \ Facilities	Windsocks, Tiedowns, Telephone, Electrical Power, Water, Privately-owned meeting hall

Source: FAA 5010 data, Wilbur Smith Associates.

2.6.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Lake Wenatchee State Airport are included below in **Table 16**.

Table 16: Lake Wenatchee State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> Transient aircraft parking area Auto Parking Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> Windsock Runway edge reflectors¹ Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
<i>- Provide Access to Recreational Areas</i>		
	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto parking	●
	Campsites / picnic tables / fire pits	●
<i>Moderate Use</i>		
<i>- Support Forest Firefighting Operations</i>		
	Command unit trailer pad	●
	Area(s) for firefighter camping / staging / auto parking	●
	Complete grass coverage of all areas to minimize dust	●
<i>- Flight Safety Enhancement</i>		
	Emergency Shelter	●
<i>Lower Use</i>		
<i>- Provide Access to Remote Areas</i>		
	(Included in objectives listed above)	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making facilities (water, telephone, shelter) located in Lake Wenatchee Recreation Club available to pilots.
- Facilities for fire fighting operations are a high priority for this airport and development cost may be recoverable through short-term leases by the forest service.
- Campsites are prohibited on the airport. However, access to sites abutting the airport is permitted.

2.7 Lester State Airport (15S)

2.7.1 History

Lester State Airport is located on the eastern side of King County approximately ten miles southwest of Stampede Pass on NF-54. The airport is located along the bank of the Green River in the Tacoma Watershed area.

The airport was constructed in 1948 to provide access to this remote area of the State. The majority of the airport runway was washed away by the adjacent Green River in 1989 and is now listed as a helicopter landing zone only.

2.7.2 General Overview

Ground access to the airport is provided via NF-54, a gravel road crossing Stampede Pass and connecting to Interstate Highway 90 approximately 20 miles northeast of the airport. Approximately 400 feet of runway is available for helicopter and search and rescue operations. The state will be re-evaluating the airport to determine future improvements to meet the states air transportation needs.

Figure 7: Lester State Airport

Airport Layout / Aerial

UNAVAILABLE

2.7.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Lester State Airport.

Table 17: Lester State Airport – Primary Airport Characteristics

Nearest Municipality	Lester, WA	Runway Length	400'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	<500
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Limited role or function due to runway damage. Suitable for helicopter and ultralight operations only.	Infrastructure \ Facilities	None

Source: FAA 5010 data, Wilbur Smith Associates.

2.7.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Lester State Airport are included below in **Table 18**.

Table 18: Lester State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	WSDOT Study to determine future objective	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	○
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	
Approaches Categories	Visual (Daytime only)	○
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	○
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- None		
<i>Moderate Use</i>		
- None		
<i>Lower Use</i>		
- Provide Access to Recreational Areas		
	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting would be recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- This airport and its associated properties has the potential to be used for land banking, environmental mitigations, or land swaps.

2.8 Little Goose State Airport (16W)

2.8.1 History

Little Goose Lock and Dam State Airport is located along the northern border of Columbia County near the Little Goose Dam on the Snake River. The airport is located approximately 10 miles northeast of Starbuck, Washington. The airport was constructed by the Army Corps of Engineers to provide access during the construction of the Little Goose Dam, and was leased by the WSDOT Aviation Division from the Army Corps of Engineers and designated a public-use airport in 1977.

2.8.2 General Overview

Little Goose Lock and Dam State Airport is a public-use facility owned by the Army Corps of Engineers and operated by the WSDOT Aviation Division. The airport has a single gravel surfaced runway (Runway 13-31) measuring 3,400 feet long and 50 feet wide. A gravel aircraft parking area equipped with a cable tie down is located on the west end of the runway. This parking area measures approximately 100 by 100 feet and will accommodate three to four aircraft. The airport is equipped with one wind cone located near mid-field.

The surrounding land is a very rural, semi-arid desert area primarily used for agricultural and recreational purposes. According to the Columbia County planning department, the airport is in an area zoned for industrial use. The airport is located inside a canyon carved by the Snake River. Ground access to the airport is provided via Little Goose Dam Road which runs a between the airport and the town a Starbuck, Washington. Vehicular access to the airport is controlled by a locked gate at the end of a short gravel access road. Some power wires obstruct the approach path near the Dam on Runway 07.

The Little Goose Lock and Dam State Airport currently receives fewer than an estimated 500 annual operations, and has no based aircraft. The airport is primarily used for recreational purposes, providing access for camping, boating, fishing, and other outdoor recreational activities associated with the adjacent Snake River and Lake Bryan. The airport is utilized by the military about once every two years. Recently the Air Force has used the airport for air-drop competitions and training.

Figure 8: Little Goose State Airport

2.8.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Little Goose State Airport.

Table 17: Little Goose State Airport – Primary Airport Characteristics

Nearest Municipality	Starbuck, WA	Runway Length	3,400'
General Setting	River Canyon surrounded by semi arid desert	Runway Surface	Gravel
Land Owner	Army Corps of Engineers	Annual Operations (WSDOT 2007 estimate)	<500
Surrounding Land Area	Public Lands	Infrastructure \ Facilities	Windsocks, Tie-downs
Existing Functionality Description	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Little Goose Lock and Dam.		

Source: FAA 5010 data, Wilbur Smith Associates.

2.8.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Little Goose State Airport are included below in **Table 18**.

Table 18: Little Goose State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- None		
<i>Moderate Use</i>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms / showers	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<i>Lower Use</i>		
- Provide Access to Remote Areas	(Included in objectives listed above)	○
- Flight Safety Enhancement	Emergency Shelter	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making existing facilities (water, telephone, shelter) on the airport available for pilot use.
- Facilities for fire fighting operations are a high priority for this airport and development cost may be recoverable through short-term leases by the forest service.

2.9 Lower Granite State Airport (00W)

2.9.1 History

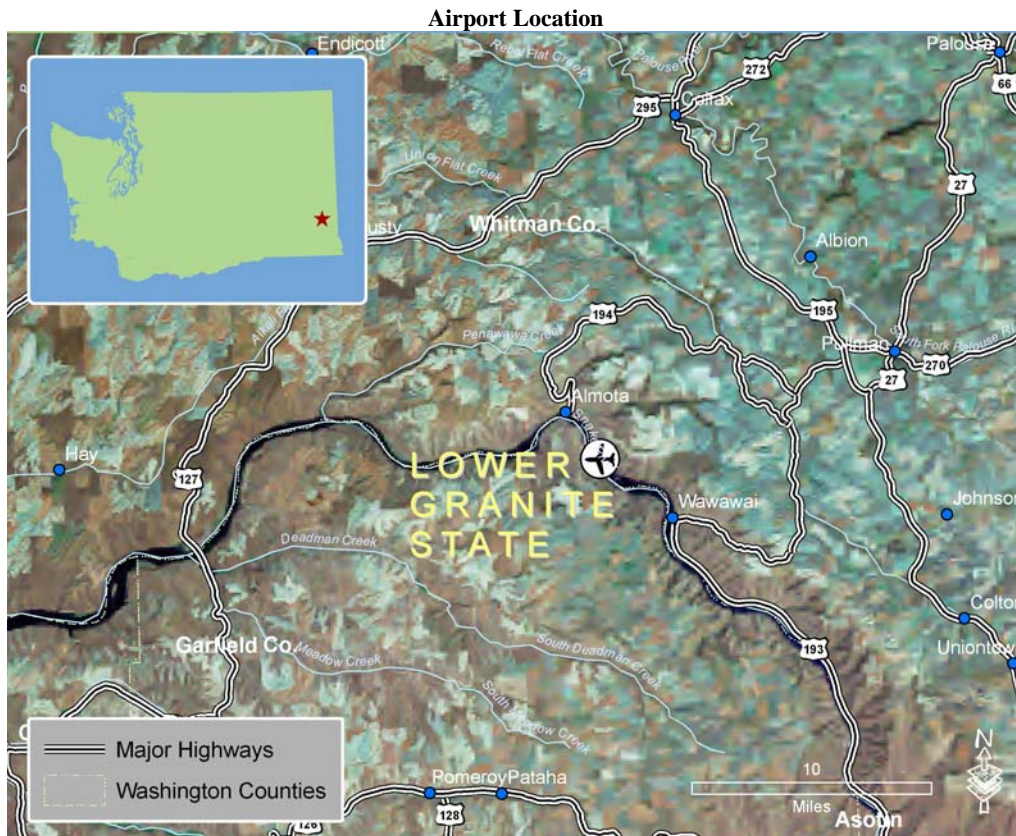
Lower Granite State Airport is located in Whitman County approximately 14 miles south of Colfax, Washington. The airport was constructed by the Army Corps of Engineers to provide access during the construction of the Lower Granite Dam. A request to change the designation of the airport from a private-use to public-use was made by the WSDOT Aviation Division to the FAA, and the designation of the airport as a public-use facility was approved by the FAA in December 1977. The airport was leased by the WSDOT Aviation Division from the Army Corps of Engineers.

2.9.2 General Overview

The Lower Granite State Airport is a public-use facility owned by the Army Corps of Engineers and operated by the WSDOT Aviation Division. The airport has a single gravel surfaced runway (Runway 14-32) measuring 3,400 feet long and 50 feet wide. In 2006 and 2008, the center of the runway was rolled and oil fogged, which improved the gravel surface. A gravel aircraft parking area is located on the east end of the runway, measuring approximately 100 by 100 feet that will accommodate three to four aircraft. The airport is equipped with one wind cone located near mid-field.

The land surrounding the airport is a semi-arid desert area rural and is primarily used for agricultural and recreational purposes. The airport is in an agriculturally zoned district, although it existed before the zoning regulation went into effect. The airport is located inside a canyon on the northern bank of the Snake River. Ground access to the airport is provided via Almota Road, which runs between the airport and the city of Colfax to the north. Almota road also runs south of the airport and connects with U.S. Highway 12 near Alpowa Summit. Some power wires obstruct the approach path near the Dam on Runway 32. A public use campground is also located near the end of Runway 14.

The Lower Granite State Airport currently receives fewer than an estimated 500 annual operations, and has no based aircraft. The airport is primarily used for recreational purposes, providing access to camping, fishing, hunting, and other outdoor recreational activities associated with the Snake River and Lake Bryan. The airport is also used by army engineers flying single-engine aircraft.

Figure 9: Lower Granite State Airport

2.9.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Lower Granite State Airport.

Table 19: Lower Granite State Airport – Primary Airport Characteristics

Nearest Municipality	Almota, WA	Runway Length	3,400'
General Setting	River Canyon surrounded by semi arid desert	Runway Surface	Gravel
Land Owner	Army Corps of Engineers	Annual Operations (WSDOT 2007 estimate)	<500
Surrounding Land Area	Public Lands	Infrastructure \ Facilities	Windsocks, Tie-downs
Existing Functionality Description	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Lower Granite Lock and Dam.		

Source: FAA 5010 data, Wilbur Smith Associates.

2.9.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Lower Granite State Airport are included below in **Table 20**.

Table 20: Lower Granite State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> Transient aircraft parking area Auto Parking Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> Windsock Runway edge reflectors¹ Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- None		
<i>Moderate Use</i>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<i>Lower Use</i>		
- Provide Access to Remote Areas	(Included in objectives listed above)	○
- Flight Safety Enhancement	Emergency Shelter	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

2.10 Lower Monumental State Airport (W09)

2.10.1 History

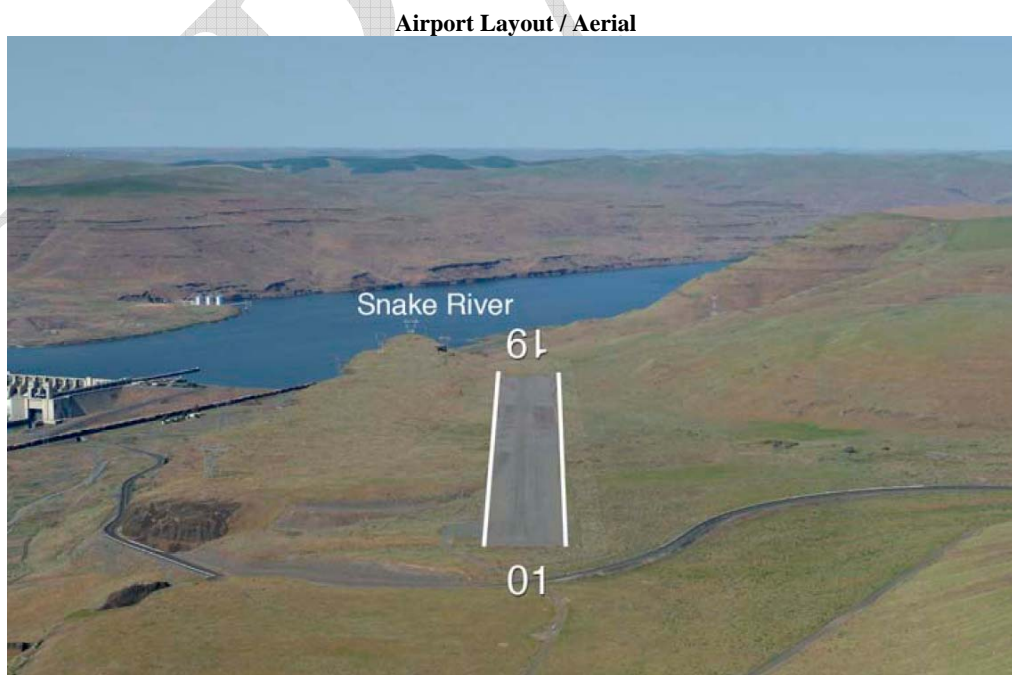
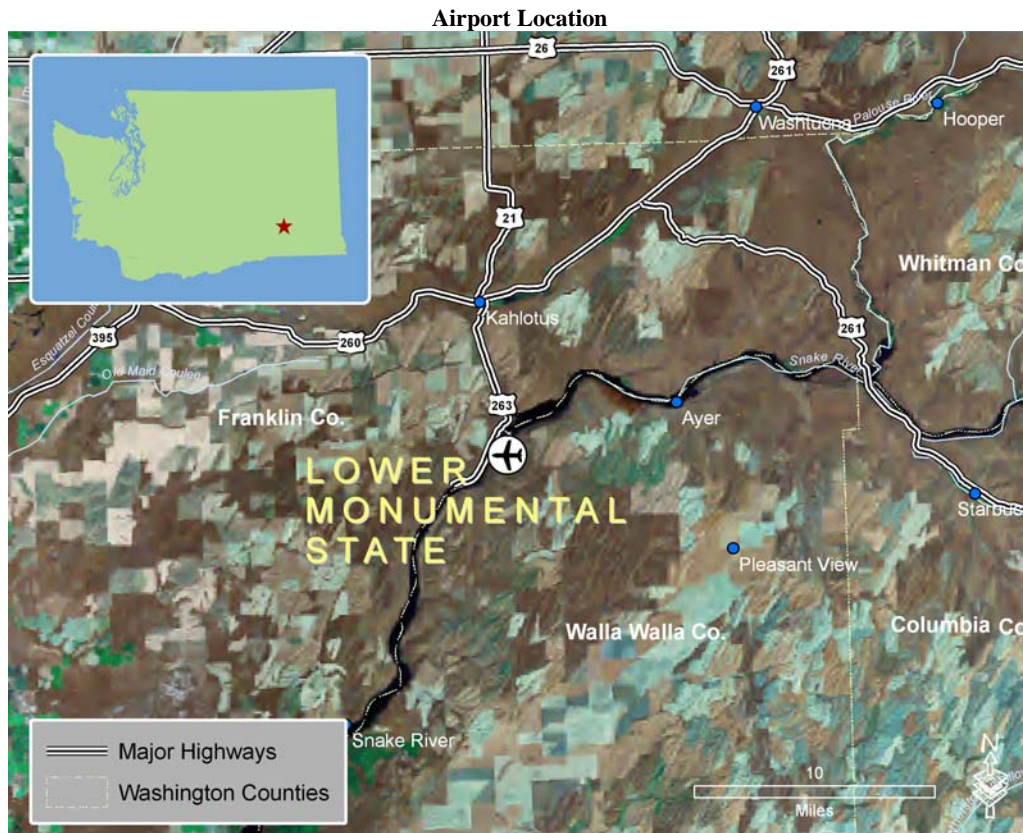
Lower Monumental State Airport is located in Walla Walla County approximately five miles south of Kahlotus, Washington. The airport was constructed by the Army Corps of Engineers to provide access during the construction of the Lower Monumental Dam. Management of the airport was assumed by the WSDOT Aviation Division in 1978 to insure access to major water resources including the Lower Monumental Dam and to provide an emergency landing area on the route between the cities of Lewiston\Clarkston and the Tri-Cities area. The airport was leased by the WSDOT Aviation Division from the Army Corps of Engineers.

2.10.2 General Overview

The Lower Monumental State Airport is a public-use facility owned by the Army Corps of Engineers and operated by the WSDOT Aviation Division that occupies approximately 38.5 acres. The airport has a single gravel surfaced runway (Runway 01-19) measuring 3,300 feet long and 50 feet wide. A gravel surfaced aircraft parking area is located on the southern end of the runway measuring approximately 100 by 100 feet that will accommodate three to four aircraft. The airport is equipped with one wind cone located near mid-field.

The surrounding land area is rural and is primary used for agricultural and recreational purposes. The airport is located in semi-arid desert area in a canyon created by the Snake River. The Land Use Plan Map from the Walla Walla County Comprehensive Plan indicates the land surrounding the airport is zoned Primary Agriculture. Ground access to the airport is provided via Lower Monumental Road. This winding road runs south approximately 30 miles before connecting with State Highway 124. Access to the airport via the Lower Monumental Dam north of the airport is not available to the general public.

The Lower Monumental State Airport currently receives fewer than an estimated 500 annual operations, and has no based aircraft. It is one of the least utilized of the airports managed by the WSDOT Aviation Division. The airport is primarily used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities.

Figure 10: Lower Monumental State Airport

2.10.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Lower Monumental State Airport.

Table 21: Lower Monumental State Airport – Primary Airport Characteristics

Nearest Municipality	Clyde, WA	Runway Length	3,300'
General Setting	River Canyon surrounded by semi arid desert	Runway Surface	Gravel
Land Owner	Army Corps of Engineers	Annual Operations (WSDOT 2007 estimate)	<500
Surrounding Land Area	Public Lands	Infrastructure \ Facilities	Windsocks, Tie-downs
Existing Functionality Description	Airport provides access to limited recreational opportunities associated with the adjacent Snake river. Could possibly serve a role in responding to emergencies associated with the Lower Monumental Lock and Dam.		

Source: FAA 5010 data, Wilbur Smith Associates.

2.10.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Lower Monumental State Airport are included below in **Table 22**.

Table 22: Lower Monumental State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- None		
<i>Moderate Use</i>		
- None		
<i>Lower Use</i>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
- Provide Access to Remote Areas	(Included in objectives listed above)	○
- Flight Safety Enhancement	Emergency Shelter	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.

Additional Recommendations / Clarifications

2.11 Methow Valley State Airport (S52)

2.11.1 History

Methow Valley State Airport is located in Okanogan County approximately five miles south of Winthrop, Washington. The airport has been described as the “Crown Jewel” of the state-managed airport system and is the only State-managed airport included in the FAA National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive airport development grants from the FAA Airport Improvement Program (AIP). The airport is located in the Methow Valley and provides access to a growing number of people who travel to this scenic area to participate in the numerous outdoor events and recreation opportunities including: festivals, skiing, hunting, camping and fishing. In recent years the area has experienced a significant increase in the number of vacation homes and retirement properties, and this growth has created a corresponding increase in the demand for facilities and services provided by the airport.

The airport was originally constructed by the Forest Service as the home of the North Cascades Smokejumper Base. The Methow Valley Airport is considered to be the “birthplace of smokejumping” with the first initial experimental parachute jumps and testing of equipment occurring at the airport in the late 1930’s. The Smokejumper Base continues to be owned and operated by the U.S. Forest Service and occupies approximately 17 acres direct adjacent to the airport. Operation and management of the airport became the responsibility of the WSDOT Aviation Division in the 1950’s. This occurred due to increasing demand, unrelated to the smokejumper operation, for airport services in the area. The increased demand brought about the need to designate the airport as a public use facility. The WSDOT Aviation Division was the most logical sponsor for the airport, as the U.S. Forest Service and the local municipality were uninterested or unable to operate the airport as a public-use facility.

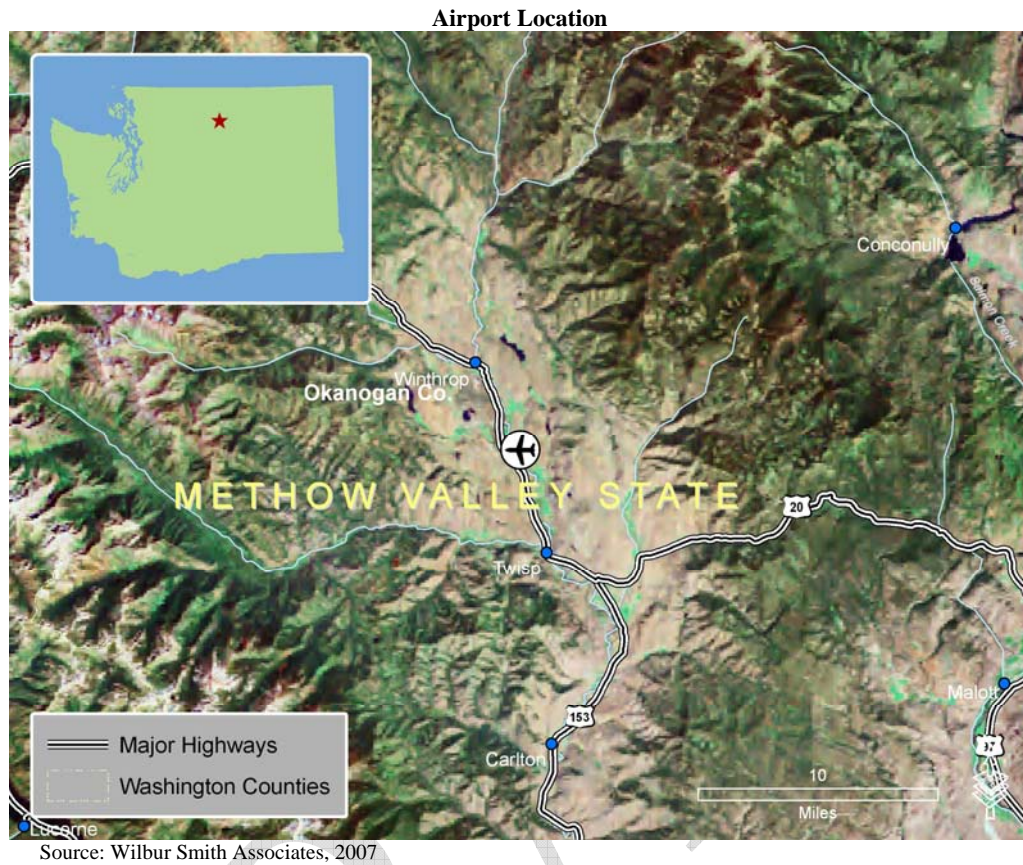
2.11.2 General Overview

The Methow Valley State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The airport has a single, asphalt surfaced runway (Runway 13-31) measuring 5,049 feet long and 75 feet wide, and is equipped with standard medium intensity runway lighting. Aircraft parking aprons are located on the both sides of the runway and the airport has five hangars located on its property in addition to three properties with hangar facilities located adjacent to the airport. Off-airport hangar owners were given “through the fence” access to the airport in exchange for other property on the airport needed for development and to protect the airport from surrounding incompatible land uses. The Methow Valley State Airport occupies approximately 75 acres. Various types of fencing surround the entire airport. The airport does not currently have a Fixed Based Operator (FBO) and fuel and other aircraft services are not available to the general public. An Airport Master Plan and Airport Layout Plan were completed for this

airport in July of 2009 and set forth several planned capital improvements to address obstructions and other safety issues for the airport.

The surrounding land area is rural mountain valley. Low density residential development is located throughout the valley. The Methow Valley zoning map indicates that the area surrounding the airport is zoned as an Airport Development District. The stated purpose of this zoning designation is to provide for future airport expansion, set aside adjacent land for airport compatible uses, and to protect airport facilities.

The Methow Valley State Airport currently accommodates an estimated 9,000 to 10,000 annual operations and has nine based aircraft. The airport is used on a daily basis throughout the year by general aviation aircraft providing access to many business and home owners in the Methow Valley and surrounding area. During the summer months the airport is used extensively in support of forest firefighting activity including significant numbers of firefighting helicopter operations. The U.S. Forest Service also bases a Casa Smokejumper Aircraft at the airport.

Figure 11: Methow Valley State Airport

2.11.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Methow State Airport.

Table 23: Methow State Airport – Primary Airport Characteristics

Nearest Municipality	Winthrop, WA	Runway Length	5,049'
General Setting	Mountain \ Forest	Runway Surface	Asphalt
Land Owner	WSDOT Aviation	Annual Operations	9,000 - 10,000
Surrounding Land Area	National Forest, Rural Residential	(WSDOT 2007 estimate)	
Existing Functionality Description	Traditional GA airport providing aircraft basing facilities and transportation access, including charter operations to the local community. Airport serves a significant number of forest fire fighting operations and a limited number of emergency medical operations and search and rescue activities.	Infrastructure \ Facilities	Hangars, Runway Lighting, Electricity, Phone, Water, Forest Service Smoke-Jumper Base

Source: FAA 5010 data, Wilbur Smith Associates.

2.11.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Methow State Airport are included below in **Table 24**.

Table 24: Methow State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Local Community Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	2,400'	●
Runway Width	60' recommended	●
Runway Surface	Asphalt	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Rotating Beacon – Visual glide slope indicators – Weather Reporting (as required) 	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 24: Methow State Airport - Performance Objectives Recommendations
(continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Local Community Airports</i>		
Airport Design	<ul style="list-style-type: none"> - To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 - To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	Facilities should be maintained to its present standard. Facility should be maintained and developed to better fulfill its primary state function and purpose. A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●
Activity Performance Objectives		Action
<i>Higher Use</i>		
- Support Forest Firefighting Operations	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Complete grass coverage of all areas to minimize dust	●
	Command unit trailer pad	●
	Area(s) for firefighter camping and staging	●
- Provide Access to Remote Areas	Good landside accessibility from road to airport (paved or graded gravel road)	●
- Provide Access to Recreational Areas	Auto Parking	●
	Campsites / picnic tables / fire pits	●
	Restrooms	●
<i>Moderate Use</i>		
- Access for Emergency Medical Operations	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Appropriate emergency airport signage on surrounding roadways	●
- Flight Safety Enhancement	Telephone	●
	Emergency Shelter	●
<i>Lower Use</i>		
- None		

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making existing facilities (water, telephone, shelter) on the airport available for pilot use.
- Facilities for fire fighting operations are important for this airport and development cost may be recoverable through short-term leases by the forest service.

This page intentionally left blank.

2.12 Ranger Creek State Airport (21W)

2.12.1 History

Ranger Creek State Airport is located in Pierce County 30 miles southeast of Enumclaw, Washington on State Route 410, just outside the northeast boundary of Mount Rainier National Park. The airport was constructed in the early 1940's as a Civil Conservation Corporation project and was used by the Army during and after the Korean War as a base for winter training operations. The Army discontinued use of the field in 1957 at which time the Forest Service and the WSDOT Aviation Division reached an agreement that the airport would remain open as an emergency landing facility. The U.S. Forest Service issued a 30-year Special-Use Agreement authorizing the WSDOT Aviation Division to operate, maintain, and develop the airport as part of the Divisions system of emergency landing facilities. This permit expired in May, 1998. The current Special-Use Permit was issued by the U.S. Forest Service in July, 1995 for a period of 15 years after extensive efforts by the Washington Pilots Association (WPA) in concert with other user groups.

2.12.2 General Overview

The Ranger Creek State Airport is a public-use facility operated by the WSDOT Aviation Division. According to the Special-Use permit granted by the U.S. Forest Service, the airport occupies approximately 20.3 acres. The airport has a single, asphalt surfaced runway (15-33) measuring 2,876 feet long and 30 feet wide. A gravel-surfaced aircraft parking area is located on the south end of the runway and is equipped with several aircraft tie-downs. The airport is equipped with two wind cones located at each runway end. The U.S. Forest Service maintains a campground next to the airport with outhouse-type restroom facilities. Neither the airport nor the adjacent campground has water, electrical power, or phone service.

Zoning information from Pierce County indicates the land around the airport is zoned as Designated Forest Land. The surrounding land area is part of the Snoqualmie National Forest and is primarily used for recreational purposes. The airport is located in a densely forested area with significant tree growth surrounding the entire airport, with some obstructions within the approach and transition surfaces of the airport. Ground access to the airport is provided via a gravel access road that runs a short distance between the airport and State Route 410. Vehicular access on the airport, with the exception of aircraft, is prohibited by an Order issued by the U.S. Forest Service in August 1995.

The Ranger Creek State Airport currently receives an estimated 500 to 1,000 annual operations and has no based aircraft. The airport is primarily used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities. The airport is also used for medical evacuation flights five to six times per year. Due to the remote location in the Cascade Mountain Range and proximity to the Mount Rainer National Park, the airport is occasionally used

Figure 12: Ranger Creek State Airport

for forest fire-fighting (rotary wing aircraft mostly) and search and rescue missions. Its location also makes it popular for use as a training site for mountain flying instruction.

2.12.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Ranger Creek State Airport.

Table 25: Ranger Creek State Airport – Primary Airport Characteristics

Nearest Municipality	Greenwater, WA	Runway Length	2,876'
General Setting	Mountain \ Forest	Runway Surface	Asphalt
Land Owner	U.S. Forest Service	Annual Operations	500 - 1,000
Surrounding Land Area	Wilderness Area	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry airport providing access to recreational opportunities. Limited emergency medical and forest fire fighting activity.	Infrastructure \ Facilities	Windsocks, Tie downs

Source: FAA 5010 data, Wilbur Smith Associates.

2.12.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Ranger Creek State Airport are included below in **Table 26**.

Table 26: Ranger Creek State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Table 26: Ranger Creek State Airport - Performance Objectives Recommendations
(continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto parking	●
	Campsites / picnic tables / fire pits	●
<i>Moderate Use</i>		
- Flight Safety Enhancement	Emergency Shelter	●
<i>Lower Use</i>		
- Support Forest Firefighting Operations	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	○
	Complete grass coverage of all areas to minimize dust	○
- Provide Access to Remote Areas	(Included in objectives listed above)	○
- Access for Emergency Medical Operations	Excellent landside accessibility from road to airport (paved road)	○
	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- Campsites are prohibited on the airport. However, access to sites abutting the airport is permitted.

2.13 Rogersburg State Airport (D69)

2.13.1 History

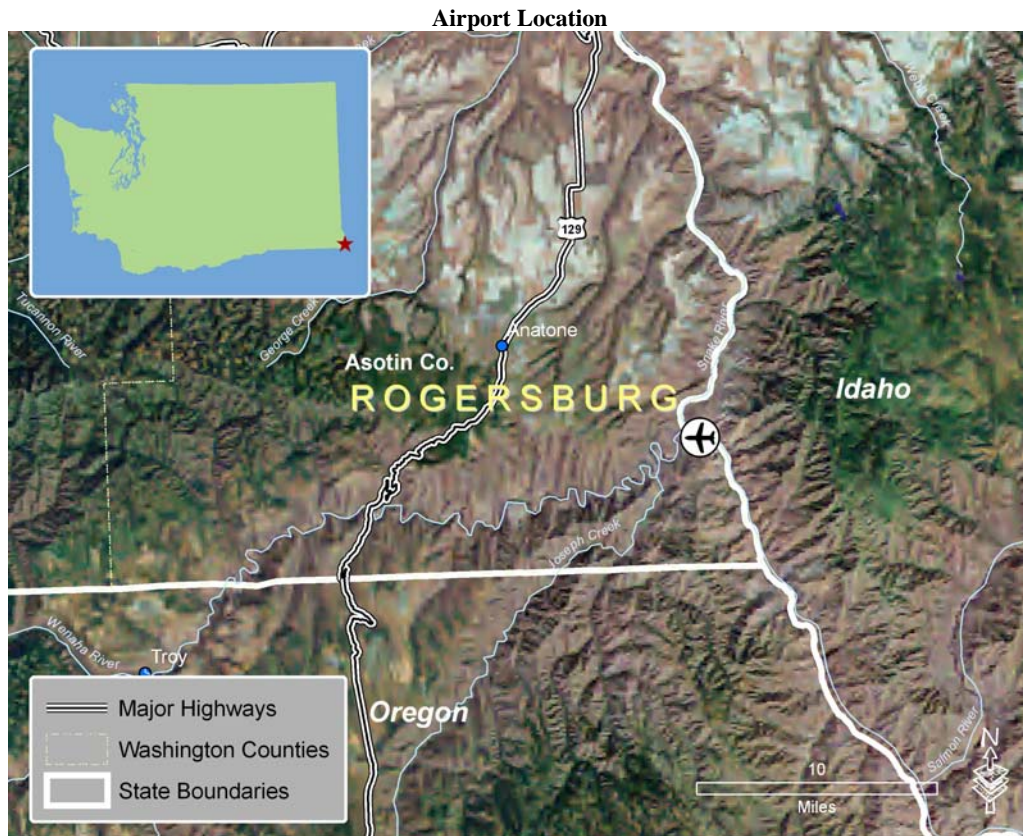
Rogersburg State Airport is located in the southeast corner of Washington State in Asotin County, approximately one mile south of the town of Rogersburg next to the Snake River near the mouth of Hells Canyon. The airport was constructed by an individual who was the previous landowner in the 1950's as a private airfield to provide access to a cabin in the area. The land was later sold to the Bureau of Land Management (BLM) and the airstrip was closed. Subsequently, a group of pilots worked with the BLM to reopen the airport. The BLM agreed to reopen the airport on the condition that the WSDOT Aviation Division would assume responsibility for operation and maintenance of the facility. A Right-of-Way Grant was issued by the BLM in March, 2004 allowing public-use of the airport with several stipulations including: a limit of four aircraft parked at the airport at any time, no overnight camping, and that annual usage of the airport only occur between March 1 and November 1.

2.13.2 General Overview

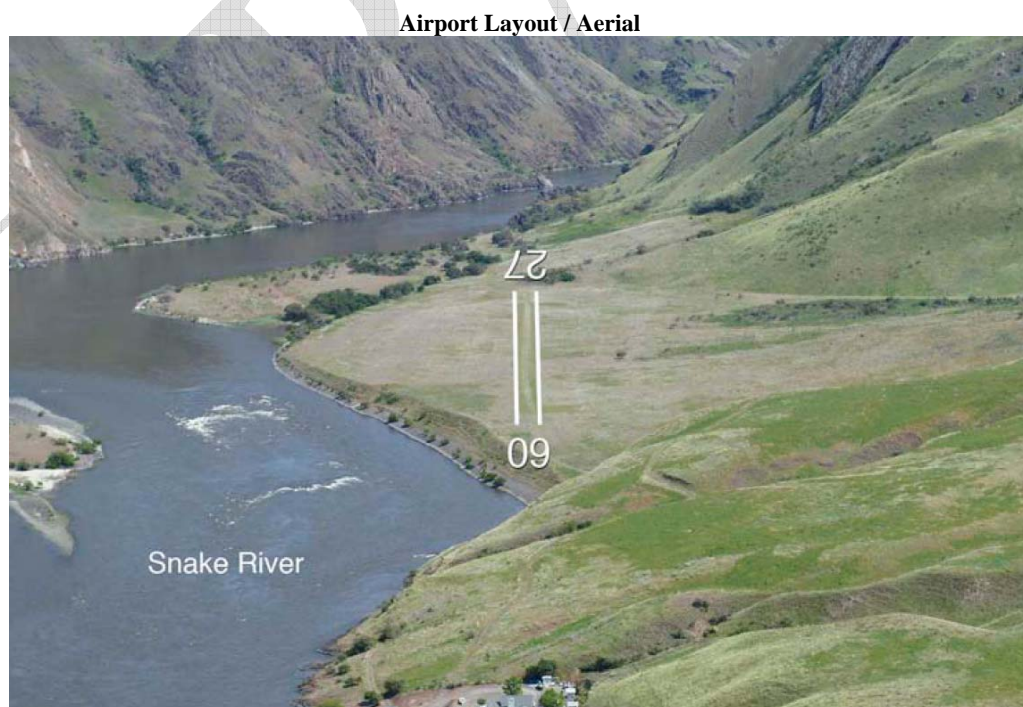
The Rogersburg State Airport is a public-use facility owned by the BLM and operated by the WSDOT Aviation Division. The airport has a single dirt/grass surfaced runway (Runway 09- 27) measuring 1,500 feet long and 35 feet wide. A small aircraft parking area is maintained adjacent to the runway and is not equipped with aircraft tie-downs. The airport is equipped with one wind cone located near mid-field. According to the BLM Right-of-Way Grant the Rogersburg State Airport occupies approximately 3.3 acres.

The surrounding land area is rural and is primarily used for recreational purposes. An official with the Asotin County planning department said the airport is not part of any planning document and that it is grandfathered as a non-conforming use under the zoning regulation that went into effect in 2001. The airport is located in semi-arid desert area in a canyon created by the Snake River. Ground access to the airport is not available to the general public. Ground access to the airport is controlled by a locked gate on the dirt access road to the airport. Ground access the airport requires permission from private landowners in the town of Rogersburg who control the access road gate.

The Rogersburg State Airport accommodates fewer than an estimated 500 annual operations. The airport is primarily used for recreational purposes, with some flight instruction occurring at the airport. It also provides access to a very remote and scenic area of the state, which is otherwise only accessible by boat.

Figure 13: Rogersburg State Airport

Source: Wilbur Smith Associates, 2007



Source: WSDOT Aviation

2.13.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Rogersburg State Airport.

Table 27: Rogersburg State Airport – Primary Airport Characteristics

Nearest Municipality	Rogersburg, WA	Runway Length	1,500'
General Setting	River Canyon surrounded by semi arid desert	Runway Surface	Improved Turf
Land Owner	Bureau of Land Management	Annual Operations (WSDOT 2007 estimate)	<500
Surrounding Land Area	Public Lands, Rural Residential	Infrastructure \ Facilities	Windsocks, Runway Markers
Existing Functionality Description	Remote backcountry turf airport providing access to recreational opportunities.		

Source: FAA 5010 data, Wilbur Smith Associates.

2.13.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Rogersburg State Airport are included below in **Table 28**.

Table 28: Rogersburg State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	○
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<u>Higher Use</u>		
- None		
<u>Moderate Use</u>		
- None		
<u>Lower Use</u>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
- Flight Safety Enhancement	Emergency Shelter	○

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

2.14 Skykomish State Airport (S88)

2.14.1 History

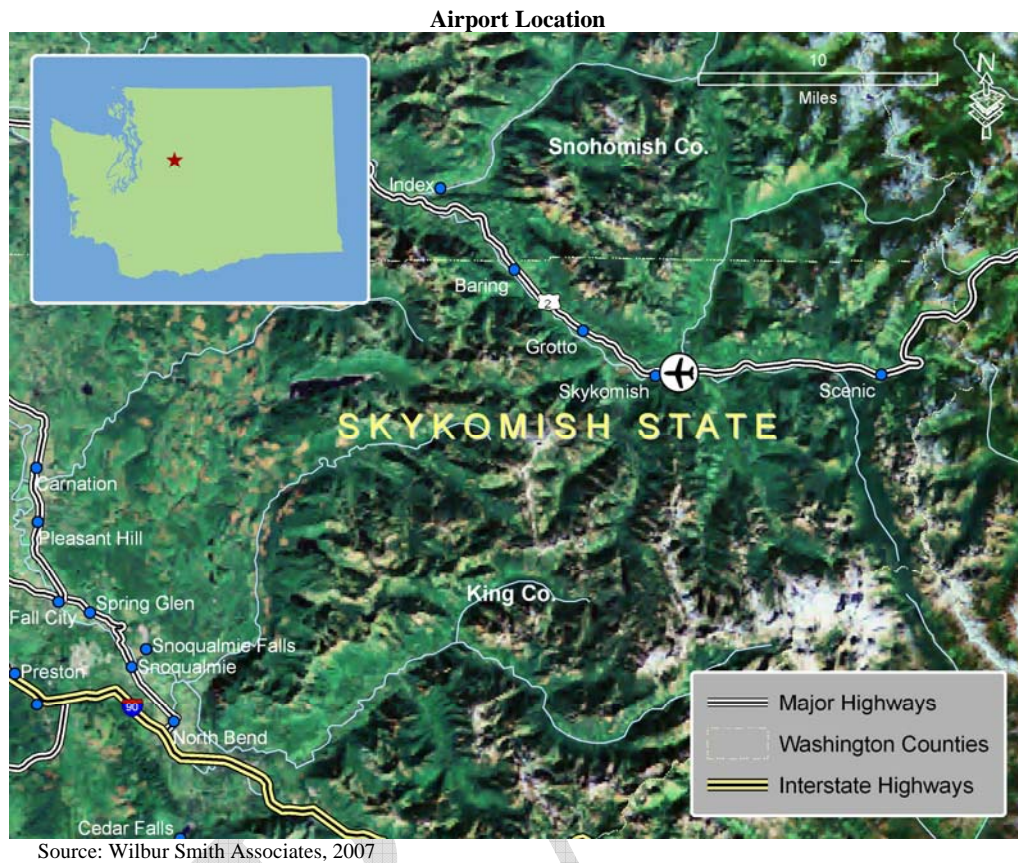
Skykomish State Airport is located in King County approximately one mile east of Skykomish, Washington on U.S. Highway 2. The airport is located along a major airway utilized by smaller general aviation aircraft traveling through the Cascade mountain range between eastern and western Washington. According to the historical records from the WSDOT Aviation Division, the airport was dedicated in July 1949 and was the first of three emergency landing facilities sponsored by the Washington State Aeronautics Commission to be constructed along a commonly used east-west flyway through the Cascade Mountain Range near Stevens Pass. A portion of the land for construction of the airport was donated to the state by the Town of Skykomish. Funds to construct the airport were provided by the WSDOT Aviation Division and the Civil Aeronautics Administration, the precursor of today's Federal Aviation Administration. Additional land was deeded to the State from the Burlington Northern Railroad Company in 1988.

2.14.2 General Overview

The Skykomish State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The airport occupies 160 acres owned by the State of Washington, and has a single, turf runway (Runway 06-24) measuring 2,048 feet long and 100 feet wide. A turf aircraft parking area is located adjacent to the runway near mid-field and is equipped with aircraft tie-downs. The airport is equipped with one wind cone located near mid-field and a turf helipad with portable solar powered lights to facilitate night-time helicopter operations. A web-camera is also available onsite. Additionally the airport has outhouse type restroom facilities, picnic tables, and water well.

The surrounding land area is forested and is primarily used for recreational and emergency operations. According to the 2004 King County Comprehensive Plan Land Use Map, the airport is located in a Rural Residential zone allowing a maximum residential density of one unit per 2.5 acres. The airport is located in the Snoqualmie National Forest with significant tree growth surrounding the entire airport with some obstructions within the approach and transition surfaces of the airport. Ground access to the airport is provided via Old Cascade Highway which connects the airport and nearby U.S. Highway 2. Vehicular access to the airport is controlled by a locked gate at the end of the access road.

The Skykomish State Airport currently receives an estimated 1,000 to 2,000 annual operations, and has no based aircraft. The airport is regularly used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities. The airport is also extensively used for medical evacuation flights up to 200 times per year resulting from automobile and skiing accidents. The airport is typically used annually as forest fire fighting based and for training of forest fire fighting personnel.

Figure 14: Skykomish State Airport

DRAFT

2.14.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Skykomish State Airport.

Table 29: Skykomish State Airport – Primary Airport Characteristics

Nearest Municipality	Skykomish, WA	Runway Length	2,048'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	1,000 - 2,000
Surrounding Land Area	National Forest, Rural Residential	(WSDOT 2007 estimate)	
Existing Functionality Description	Mountain backcountry turf airport providing access to recreational opportunities and remote communities. Airport supports a significant number of emergency medical aircraft operations annually.	Infrastructure \ Facilities	Windsocks, Tiedowns, Portable solar helipad lighting, Restrooms, Picnic tables, Web-cam

Source: FAA 5010 data, Wilbur Smith Associates.

2.14.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Skykomish State Airport are included below in **Table 30**.

Table 30: Skykomish State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 30: Skykomish State Airport - Performance Objectives Recommendations
(continued)

Facility Performance Objectives	
<i>LATS Stratification Level: Recreation or Remote Airports</i>	
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required)
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.

● = Objective Met

◐ = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- Access for Emergency Medical Operations	Clear approaches (aircraft/ helicopter)	◐
	Aircraft parking area(s)	◐
	Weather reporting ²	◐
	Excellent landside accessibility from road to airport (paved road)	●
	Paved / marked / lighted helipad	◐
	Floodlighting for helipad area	●
	Snow Removal for helipad	◐
	Appropriate emergency airport signage on surrounding roadways	◐
	Telephone	●
	Emergency Shelter	●
<i>Moderate Use</i>		
- Support Forest Firefighting Operations	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	○
	Complete grass coverage of all areas to minimize dust	○
	(Included in objectives listed above)	○
- Provide Access to Remote Areas	Water	●
- Provide Access to Recreational Areas	Restrooms	●
	Auto parking	●
	Campsites / picnic tables / fire pits	●
<i>Lower Use</i>		
- None		

● = Objective Met

◐ = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- WSDOT Aviation should consider options to making existing facilities (water, telephone, shelter) on the airport available for pilot use.
- Improvements for emergency medical operations should be centered on helicopter operations since they encompass the majority of this activity. This could also include efforts to increase the visibility and use of the airport by emergency operators by directly contacting them to establish additional facility requirements.

2.15 Stehekin State Airport (6S9)

2.15.1 History

Stehekin State Airport is located in Chelan County northwest of the village of Stehekin on the northern tip of Lake Chelan in the North Cascades National Park. The airport was constructed in the 1960's by the U.S. Forest Service to provide access to fire fighters in this extremely remote location. Today, other than watercraft that cross Lake Chelan, Stehekin State Airport provides the most immediate access to this area of the state. As such, the airport provides a vital transportation link to the Village of Stehekin, which has a population of approximately 50 residents in the winter and 200 in the summer. The airport is currently operated under a Special Use Permit granted to the WSDOT Aviation Division from the National Park Service.

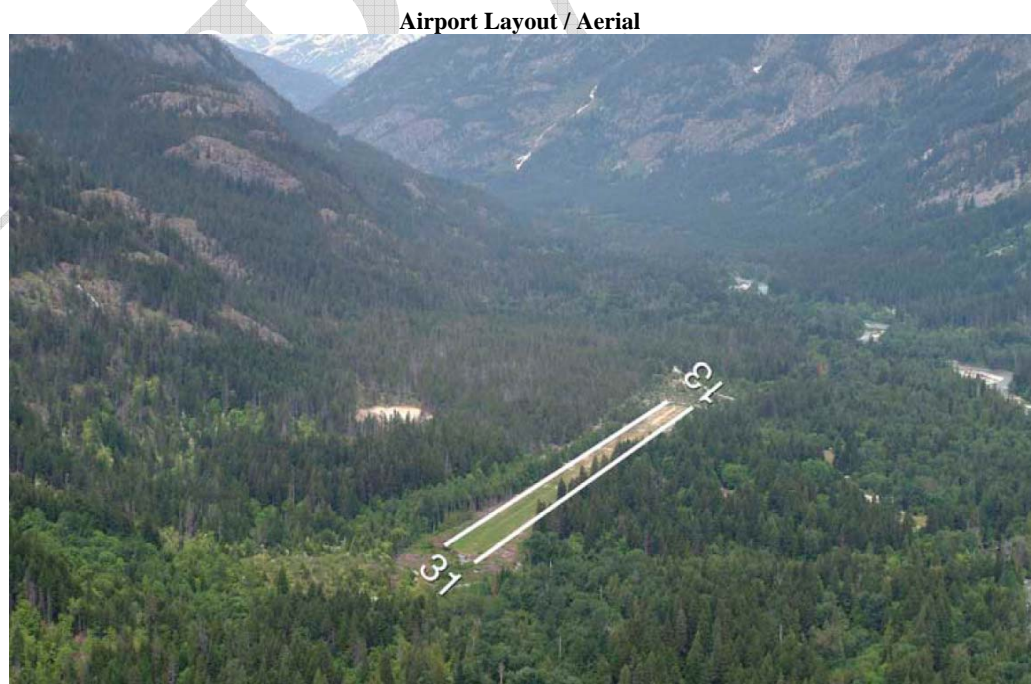
2.15.2 General Overview

The Stehekin State Airport is a public-use facility operated by the WSDOT Aviation Division. The airport has a single, turf runway (Runway 13-31) measuring 2,630 feet long and 80 feet wide. A turf aircraft parking area is located near mid-field and is equipped with several aircraft tie-downs. The airport is equipped with one wind cone located near mid-field. Camping facilities are specifically prohibited adjacent to the airstrip, but are provided approximately ¼ mile away from the airstrip to the general public including outhouse-type restroom facilities. A solar-powered weather observation station is operated at the airport by the National Park Service. An irrigation system was recently installed by the WSDOT Aviation Division to improve grass growth on the runway.

A shuttle service runs through the valley between Stehekin Landing and High Bridge campground. It passes within about a quarter mile of the airport, so airport users can get to town if they are willing to walk a little ways to catch the shuttle. The shuttle is operated by the National Park Service. The surrounding land area is forested and lies within the North Cascades National Park. Dense tree growth surrounds the entire airport with some obstructions within the approach and transition surfaces of the airport. Land use surrounding the airport is regulated by an Airport Overlay District established under Chelan County Code Chapter 11.74.

The Stehekin State Airport currently receives an estimated 1,000 to 2,000 annual operations. A National Park Ranger bases an aircraft at the airport during the summer, although this is a personal aircraft and not for official NPS use. The airport is used for recreational purposes by fishermen, campers, sightseers, picnickers, and visitors to the nearby Stehekin Valley Ranch and Stehekin Lodge. The airport also provides access to the remote village of Stehekin. The airport is regularly used to provide access for forest fire fighters and is occasionally used for medical evacuation operations.

Figure 15: Stehekin State Airport



2.15.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Stehekin State Airport.

Table 31: Stehekin State Airport – Primary Airport Characteristics

Nearest Municipality	Stehekin, WA	Runway Length	2,630'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	National Parks Service	Annual Operations	1,000 - 2,000
Surrounding Land Area	National Recreation Area	(WSDOT 2007 estimate)	
Existing Functionality Description	Remote backcountry turf airport providing transportation access to the village of Stehekin and recreational opportunities. The airport also provides significant benefit to forest fire fighting operations and is used on a limited basis for emergency medical operations.	Infrastructure \ Facilities	Windsock, Tiedowns, Irrigation system

Source: FAA 5010 data, Wilbur Smith Associates.

2.15.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Stehekin State Airport are included below in **Table 32**.

Table 32: Stehekin State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	– Transient aircraft parking area	●
	– Auto Parking	
	– Open seasonally	
Approaches Categories	Visual (Daytime only)	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 32: Stehekin State Airport - Performance Objectives Recommendations
(continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<i>Higher Use</i>		
- Provide Access to Remote Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto Parking	●
<i>Moderate Use</i>		
- Support Forest Firefighting Operations	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	●
	Complete grass coverage of all areas to minimize dust	●
- Provide Access to Recreational Areas	Telephone	●
	Water	●
	Restrooms	●
	Campsites / picnic tables / fire pits	○
<i>Lower Use</i>		
- Access for Emergency Medical Operations	Excellent landside accessibility from road to airport (paved road)	○
	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●
- Flight Safety Enhancement	Emergency Shelter	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**

- Facilities for fire fighting operations are important for this airport and development cost may be recoverable through short-term leases by the forest service.
- All maintenance and improvement activities at this airport must be coordinated with the National Park Service.
- A noxious weed program is required for the airport for vegetation control.
- No camping is permitted.

2.16 Sullivan Lake State Airport (09S)

2.16.1 History

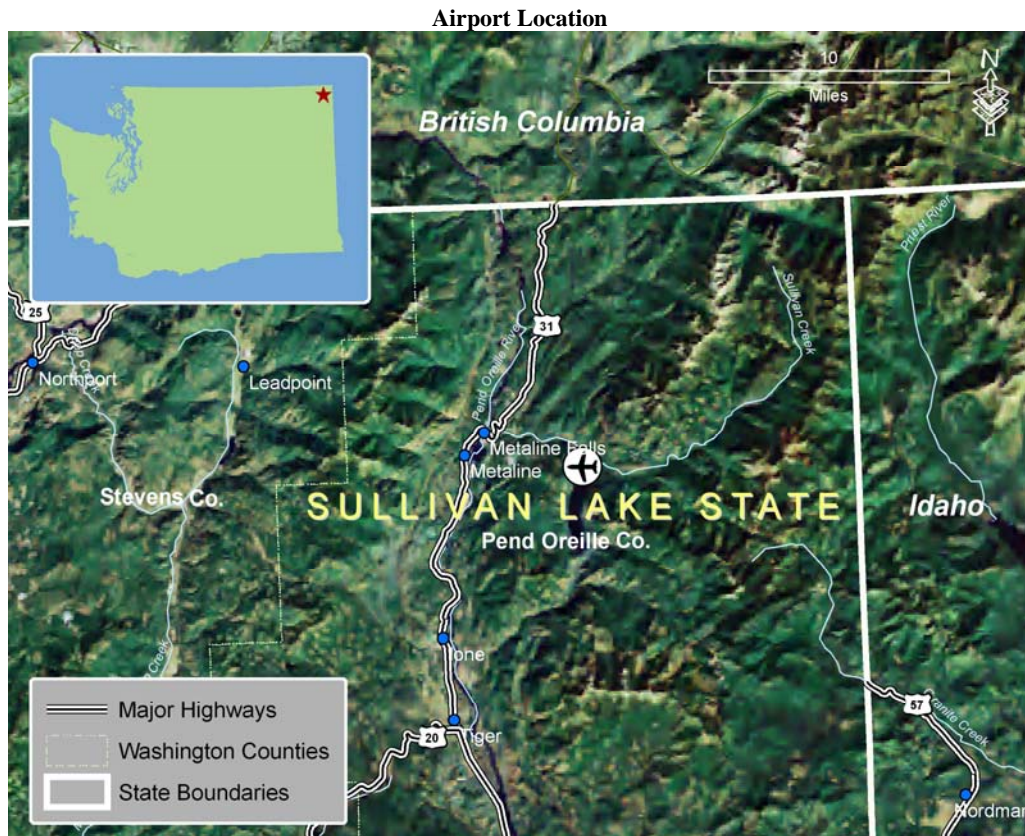
Sullivan Lake State Airport is located in Pend Oreille County in the northeast corner of Washington State. According to the WSDOT historical records, the airport was originally a U.S. Forest Service facility. In the early 1970's, the Forest Service determined it no longer needed the facility. Because of the value and unique services the airport provides, the WSDOT Aviation Division acquired rights to use and maintain the property. In August 1971 the Forest Service issued the first Special Use Permit to the WSDOT Aviation Division. The Forest Service requires the Special Use Permit to be renewed every ten years. The current Special Use Permit expires in 2010.

2.16.2 General Overview

The Sullivan Lake State Airport is a public-use facility that is operated by the WSDOT Aviation Division. The airport occupies approximately 20 acres and has a single, turf runway (Runway 16 - 34) measuring 1,765 feet long and 150 feet wide. Dense tree surround the airport with some obstructions within the approach and transition surfaces. A turf aircraft parking area is located on the west end of the runway, but is not equipped with aircraft tie-downs. The airport is equipped with one wind cone located near mid-field.

The surrounding land area is heavily forested and is primary used for recreational purposes. Ground access to the airport is provided via Forest Road 9031, which runs a short distance between the airport and a full interchange on Interstate Highway 90. Vehicular and pedestrian access to the airport is controlled by fences running down each side of the runway.

The Sullivan Lake State Airport currently receives an estimated 1,000 to 2,000 annual operations and has no based aircraft. Activity is tracked by pilots recording their flights on a log kept in a box on the field. The airport is primarily used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities. Aviators also use the picnic tables and fire pits located on the airport. The airport is also used for medical evacuation flights about five times per year resulting from accidents sustained in the adjacent campground. The airport has been used by wildlife tracking flights and helicopters engaged in logging operations. The Cessna 180/185 owners group periodically holds a fly-in at Lake Sullivan State Airport and, because of the nearby lake, amphibious aircraft and seaplanes sometimes use the airport.

Figure 16: Sullivan Lake State Airport

Source: WSDOT Aviation

2.16.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Sullivan Lake State Airport.

Table 33: Sullivan Lake State Airport – Primary Airport Characteristics

Nearest Municipality	Metaline Falls, WA	Runway Length	1,765'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	U.S. Forest Service	Annual Operations	1,000 – 2,000
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Remote backcountry turf airport providing access to recreational opportunities and a limited number of emergency medical operations.	Infrastructure \ Facilities	Windsock

Source: FAA 5010 data, Wilbur Smith Associates.

2.16.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Sullivan Lake State Airport are included below in **Table 34**.

Table 34: Sullivan Lake State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Taxiway	Turnarounds on each end	○
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Table 34: Sullivan Lake State Airport - Performance Objectives Recommendations
(continued)

Activity Performance Objectives		Action
<u>Higher Use</u>		
- None		
<u>Moderate Use</u>		
- Provide Access to Recreational Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	○
	Weather reporting ²	●
	Telephone (for landside transportation)	●
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<u>Lower Use</u>		
- Provide Access to Remote Areas	(Included in objectives listed above)	○
	Excellent landside accessibility from road to airport (paved road)	○
- Access for Emergency Medical Operations	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●
	Emergency Shelter	○
<u>Flight Safety Enhancement</u>		
● = Objective Met ● = Objective Recommended ○ = Not applicable or recommended		
² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.		
Additional Recommendations / Clarifications		

2.17 Tieton State Airport (4S6)

2.17.1 History

Tieton State Airport is located in Yakima County approximately six miles east of White Pass on U.S. Highway 12. The airport is located on the eastern shore of Rimrock Lake along a major airway utilized by smaller general aviation aircraft traveling through the Cascade Mountain Range between eastern and western Washington.

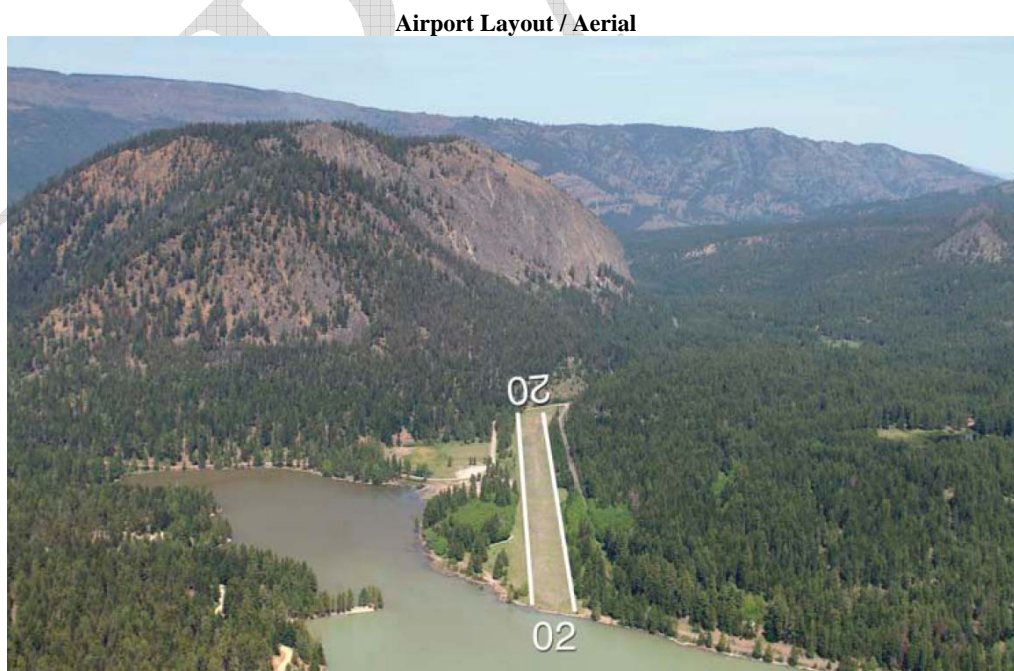
According the historical records from the WSDOT Aviation Division, the airport was dedicated in September 1952. The airport was the eighth emergency landing facility sponsored by the Washington State Aeronautics Commission and the second airport constructed along this commonly used east-west flyway. Half of the funds to construct the airport were provided by the Civil Aeronautics Administration referred to today as the Federal Aviation Administration.

2.17.2 General Overview

The Tieton State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The Tieton State Airport has a single turf runway (Runway 02-20) measuring 2,509 feet long and 140 feet wide. A turf aircraft parking area is located on the east end of the runway that is equipped with a cable tie-down capable of accommodating 3 to 4 aircraft. The airport is equipped with two wind cones each with segmented circles located at each end of the runway. The U.S. Forest Service maintains a campground next to the airport with outhouse type restroom facilities. The legal description of the property indicates the Tieton State Airport occupies approximately 22.20 acres. The perimeter of the airport is not fenced.

The surrounding land area is forested and primary used for recreational purposes. According to Yakama County zoning information, the airport is located in a Forestry Watershed zone in the Snoqualmie National Forest. Ground access to the airport is provided via Tieton Reservoir Road, which connects to U.S. Highway 12 approximately three miles northeast of the airport.

The Tieton State Airport currently receives an estimated 500 to 1,000 annual operations and has no based aircraft. The airport is primarily used for recreational purposes, providing access for camping, fishing, and other outdoor recreational activities. The airport is also used as a forest firefighting base approximately once every two years, and is said to be used frequently for search and rescue operations.

Figure 17: Tieton State Airport

2.17.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Tieton State Airport.

Table 35: Tieton State Airport – Primary Airport Characteristics

Nearest Municipality	Rimrock, WA	Runway Length	2,509'
General Setting	Mountain \ Forest	Runway Surface	Turf
Land Owner	WSDOT Aviation	Annual Operations	500 - 1,000
Surrounding Land Area	National Forest	(WSDOT 2007 estimate)	
Existing Functionality Description	Remote backcountry turf airport providing access to recreational opportunities and a limited number of forest fire fighting operations, emergency medical operations and search and rescue activities.	Infrastructure \ Facilities	Windsock, tiedowns

Source: FAA 5010 data, Wilbur Smith Associates.

2.17.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Tieton State Airport are included below in **Table 36**.

Table 36: Tieton State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	Maintain Existing Length	●
Runway Width	100' recommended	●
Runway Surface	Turf/Gravel/Sand	●
Other Facilities / Services	Turnarounds on each end	○
Taxiway	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	○
Approaches Categories	Visual (Daytime only)	●
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Weather Reporting (as required) 	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 36: Tieton State Airport - Performance Objectives Recommendations (continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Recreation or Remote Airports</i>		
Airport Design	<ul style="list-style-type: none"> - To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 - To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●
● = Objective Met ● = Objective Recommended ○ = Not applicable or recommended ¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.		
Activity Performance Objectives		Action
<i>Higher Use</i>		
<i>- Flight Safety Enhancement</i>		
	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Telephone	●
	Emergency Shelter	●
<i>Moderate Use</i>		
<i>- Provide Access to Recreational Areas</i>		
	Water	●
	Restrooms	○
	Good landside accessibility from road to airport (paved or graded gravel road)	○
	Auto parking	○
	Campsites / picnic tables / fire pits	○
<i>Lower Use</i>		
<i>- Provide Access to Remote Areas</i>		
<i>- Support Forest Firefighting Operations</i>		
	(Included in objectives listed above)	○
	Command unit trailer pad	○
	Area(s) for firefighter camping / staging / auto parking	○
	Complete grass coverage of all areas to minimize dust	○
● = Objective Met ● = Objective Recommended ○ = Not applicable or recommended ² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.		
Additional Recommendations / Clarifications		

2.18 Woodland State Airport (W27)

2.18.1 History

Woodland State Airport is located in Cowlitz County between the cities of Kelso and Vancouver on Interstate 5. The airport was originally constructed by the Civil Air Patrol (CAP) in 1928 to facilitate search and rescue missions conducted by the agency. The land for the airport was later acquired by WSDOT as part of the right-of-way acquisition for the construction of Interstate Highway 5. The airport land has since been transferred to WSDOT Aviation. The City of Woodland operated the airport for a short time and later returned operational responsibility to WSDOT Aviation. The Woodland State Airport is recognized in the City of Woodland Comprehensive Plan 2005 as being “a notable part of the overall transportation system.” Due to the benefits the airport provides the community the plan states that it is “important to maintain the airport services for the overall benefit it provides Woodland area residents.”

2.18.2 General Overview

The Woodland State Airport is a public-use facility owned and operated by the WSDOT Aviation Division. The airport has a single, asphalt surfaced runway (Runway 14-32) which measures 1,953 feet in length and 25 feet in width. A turf aircraft parking apron is located on the north end of the airport and is equipped with a 100-foot cable tie-downs. The airport has 15 open T-hangars in three separate buildings. The hangars are owned by the WSDOT Aviation Division and leased to individual tenants. New tie-downs, electrical, and water service are planned to be installed along with improved fencing for better airport security. Wind cones are located at each runway end. The airport does not have a public phone or restroom facilities, and is fenced with chain-link and barbwire fencing.

The airport is located on a narrow strip of land between Interstate Highway 5 and the Lewis River. Incompatible development is beginning to occur in the area surrounding the airport, primarily to the north. A recent airspace analysis has indicated obstructions located within the approach and transitional surfaces of the airport. Some obstruction are also located within the approach of the airport. Ground access to the airport is provided via Treatment Plan Road, a paved road that runs a short distance to NW Pacific Highway which connects to a full interchange on Interstate Highway 5.

The Woodland State Airport currently accommodates an estimated 4,000 to 5,000 annual operations, and has 8 based single engine general aviation aircraft. The airport is used for recreational and business purposes providing access to Woodland area residents to the National air transportation system. Recreational uses include picnicking at the airport, as well as fishing in the nearby Lewis River. Visitors to Woodland also use the airport both to attend events in Woodland as well as frequenting a number of Woodland restaurants that are within walking distance of the airport. The airport is also used for medical evacuation flights, and

occasionally by the state patrol and the forest service for staging helicopters engaged in fire fighting operations. Helicopters used for agricultural spraying periodically use the airport as well.

Figure 18: Woodland State Airport



Airport Layout / Aerial



Source: WSDOT Aviation

2.18.3 Airport Characteristics

The following table provides a summary of some of the primary operational and physical characteristics of Woodland State Airport.

Table 37: Woodland State Airport – Primary Airport Characteristics

Nearest Municipality	Woodland, WA	Runway Length	1,953'
General Setting	Urban Area	Runway Surface	Asphalt
Land Owner	WSDOT Aviation	Annual Operations	4,000 - 5,000
Surrounding Land Area	Residential, Commercial, Industrial	(WSDOT 2007 estimate)	
Existing Functionality Description	Traditional GA airport providing aircraft basing facilities and transportation access to the local community	Infrastructure \ Facilities	Hangars, Runway lighting

Source: FAA 5010 data, Wilbur Smith Associates.

2.18.4 State-Managed Airport Study Recommendations

Based on the adopted performance objectives, the actions recommended for Woodland State Airport are included below in **Table 38**.

Table 38: Woodland State Airport - Performance Objectives Recommendations

Facility Performance Objectives		Action
<i>LATS Stratification Level: Local Community Airports</i>		
ARC	A-I	●
Aircraft Size	Small (under 12,500 lbs)	●
Runway Classification	Utility	●
Runway Length	2,400'	○
Runway Width	60' recommended	○
Runway Surface	Asphalt	●
Taxiway	Turnarounds on each end	●
Other Facilities / Services	<ul style="list-style-type: none"> – Transient aircraft parking area – Auto Parking – Open seasonally 	●
Approaches Categories	Visual (Daytime only)	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

Table 38: Woodland State Airport - Performance Objectives Recommendations
(continued)

Facility Performance Objectives		Action
<i>LATS Stratification Level: Local Community Airports</i>		
Visual Aids / NAVAIDS	<ul style="list-style-type: none"> – Windsock – Runway edge reflectors¹ – Rotating Beacon – Visual glide slope indicators – Weather Reporting (as required) 	●
Airport Design	<ul style="list-style-type: none"> – To the greatest extent practicable, the airport should meet the approach surface requirements of FAR Part 77 – To the greatest extent practicable, the airport should maintain appropriate Runway Safety Areas per FAA AC 150/5300-13 	●
General Maintenance / Development Recommendation	Facilities should be maintained to its present standard. Facility should be maintained and developed to better fulfill its primary state function and purpose. A master plan, airport layout plan, and capital improvement program should be completed for this airport.	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

¹ Runway edge reflectors should be of a standard design as established by WSDOT Aviation.

Activity Performance Objectives		Action
<u>Higher Use</u>		
- Provide Access to Remote Areas	Clear approaches (aircraft/ helicopter)	●
	Aircraft parking area(s)	●
	Weather reporting ²	●
	Good landside accessibility from road to airport (paved or graded gravel road)	●
	Auto Parking	●
<u>Moderate Use</u>		
- Provide Access to Recreational Areas	Telephone	●
	Water	●
	Restrooms	●
	Campsites / picnic tables / fire pits	○
- Flight Safety Enhancement	Emergency Shelter	●
<u>Lower Use</u>		
- Access for Emergency Medical Operations	Excellent landside accessibility from road to airport (paved road)	●
	Paved / marked / lighted helipad	○
	Floodlighting for helipad area	○
	Snow Removal for helipad	○
	Appropriate emergency airport signage on surrounding roadways	●

● = Objective Met

● = Objective Recommended

○ = Not applicable or recommended

² Weather reporting is recommended only after a thorough analysis and confirmation of need for the airport.**Additional Recommendations / Clarifications**